

**TWENTY-FIFTH ANNUAL REPORT**

OF THE

**RAILROAD COMMISSION**

OF THE

**STATE OF FLORIDA**

**FOR THE YEAR ENDING FEBRUARY 28, 1922**



T. J. APPLEYARD, PRINTER, TALLAHASSEE, FLORIDA



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# COMMISSIONERS

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GEO. G. MCWHORTER, <i>Chairman, Commissioner</i> ;	} Aug. 17, 1887, to June 13, 1891.
E. J. VANN, <i>Commissioner</i> ;	
WILLIAM HIMES, <i>Commissioner</i> ;	
JOHN G. WARD, <i>Secretary</i> .	

(Commission was abolished by Act of Legislature, 1891;  
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman, Commissioner</i> ;	} July 1, 1897, to Jan. 3, 1899.
HENRY E. DAY, <i>Commissioner</i> ;	
JOHN M. BRYAN, <i>Commissioner</i> ;	
J. L. NEELEY, JR., <i>Secretary</i> .	

HENRY E. DAY, <i>Chairman, Commissioner</i> ;	} Jan. 3, 1899, to Jan. 8, 1901.
JOHN M. BRYAN, <i>Commissioner</i> ;	
JOHN L. MORGAN, <i>Commissioner</i> ;	
JOHN L. NEELEY, <i>Secretary</i> .	

HENRY E. DAY, <i>Chairman, Commissioner</i> ;	} Jan. 8, 1901, to Jan. 6, 1903.
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chair- man for the rest of the term.)	

JOHN M. BRYAN, <i>Commissioner</i> ;	} Jan. 8, 1901, to Jan. 6, 1903.
JOHN L. MORGAN, <i>Commissioner</i> ;	
JOHN L. NEELEY, <i>Secretary</i> .	
(John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	

JEFFERSON B. BROWNE, <i>Chairman, Commissioner</i> ;	} Jan. 6, 1903, to Jan. 3, 1905.
R. HUDSON BURR, <i>Commissioner</i> ;	
JOHN L. MORGAN, <i>Commissioner</i> ;	
ROYAL C. DUNN, <i>Secretary</i> .	

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	} Jan. 3, 1905, to Jan. 8, 1907.
R. HUDSON BURR, Commissioner;	
JOHN L. MORGAN, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 8, 1907, to Jan. 4, 1909.
JOHN L. MORGAN, Commissioner;	
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1909, to Jan. 3, 1911.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
S. E. COBB, <i>Secretary</i> .	
(S. E. Cobb resigned September 5, 1909, and J. Will Yon was elected as his successor.)	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 3, 1911, to Jan. 7, 1913.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1913, to Jan. 5, 1915.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 5, 1915, to Jan. 2, 1917.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	
(J. Will Yon resigned August 1, 1917, and Lewis G. Thompson was elected as his successor.)	

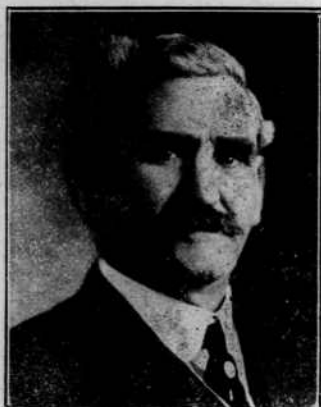
R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 2, 1917, to Jan. 7, 1919.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1919, to Jan. 4, 1921.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1921, to Jan. 2, 1923.
NEWTON A. BLITCH, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	
<i>Note</i> —Royal C. Dunn was not a candidate for re-election.	

<i>Note</i> —Newton A. Blitch died on October 30, 1921, and was succeeded by Hon. A. D. Camp- bell, effective November 12, 1922.	}
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## NEWTON A. BLITCH



### RESOLUTION ADOPTED BY THE COMMISSION

It is difficult to express appreciation of the beautiful qualities of the character of a friend. There are colors beyond the prismatic scale which the human eye cannot see, and there are tones of sensitive vibration too high and too sweet for the human ear to detect; so, also, there are beautiful qualities of the soul, so bright and so glorious that they cannot be reduced to words.

But within the limitations of words, the Railroad Commissioners of Florida desire to express as best they can their high esteem of Newton A. Blicht, their personal friend and honored associate for more than twelve years.

One of the dominant traits of his character was his simple faith in God and man. Christianity to him was a living truth; honorable always, he could only see and believe in the honor and integrity of others. Gentleness radiated from his heart like sunshine, and little children instinctively loved him. He was one of the best known and best loved men in the State.

Honored for many years with public office by the people of Florida, to him duty was the greatest word in the English language, and he discharged every duty faithfully and fairly.

In his death the State has lost an able servant; a true and loyal soldier of the Confederacy has answered the last roll call, and an humble Christian has received his crown of righteousness.

For the devoted family we express heartfelt sympathy, and commend to them the consoling thought that though

"We know not where His islands lift  
Their fronded palms in air.  
We only know we cannot drift  
Beyond His love and care."

In respect to the memory of Newton A. Blicht, it is ordered that a copy of this tribute be spread on the minutes of the Railroad Commissioners and a copy be sent to the family.

## IN MEMORIAM.

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### NEWTON A. BLITCH.

Newton A. Blich was born in Marion County, Florida, October 12, 1844, and resided in that county until the western portion of that county was annexed to Levy County, and has resided in the latter county ever since. He was reared on a farm, and educated in the public schools of that day. He enlisted in the Confederate service in the year 1862 in Company C, Second Florida Regiment of Cavalry, and remained in the service until the end of the war, when he returned home and went to school for one term.

Mr. Blich was married in Levyville, Levy County, November 15, 1866, to Miss Henrietta Edwards, of Cedar Key. Seven children were born to them, five of whom are now living, all being married.

Mr. Blich engaged in farming and stock raising on an extensive scale, at which he has made a marked success.

Yielding to the importunities of his many friends and admirers in his home county, he permitted his name to be used as a candidate for Representative to the Legislature in 1883, and was unanimously elected, being re-elected to the same position in 1887, 1889 and 1891. In 1892 he was elected to the Senate, being re-elected in 1896 and in 1900 without opposition.

He made an enviable reputation as a lawmaker, and the people of his district confided implicitly in his sagacity and level-headedness.

Mr. Blich was appointed State Prison Inspector October 28, 1903, which position he held for three years. Mr. Blich in this work, as in all other work he undertook, did same to the best of his ability, to the best interest of the State and proved himself a friend to the prisoners, who



realized that in Inspector Blicht they had a friend and one whom would see that they were well treated.

In regard to Mr. Blicht's work as Prison Inspector, the late Hon. B. E. McLin, Commissioner of Agriculture, in his Annual Report, said:

"Not meaning to speak disparagingly of the other two supervisors, for they are doing faithful, honest work, in my opinion, but Senator Blicht, having for so long a period had alone the responsibility of inspecting the camps, has attained a familiarity with the work that rendered him of much more value than any new man could possibly be, I care not what his ability might be. Hence the regret we feel in his loss to this department, the people of the State having chosen him to go up higher and take a broader field as one of our Railroad Commissioners. This is but cumulative evidence that my conclusions are correct, when I state that he was one of the best-equipped men for the place of supervisor of any one I could name. His forte was to instruct, advise, suggest—yes, to educate—sub-lessees as to their duties, and the prisoners as to their responsibilities. His work was to improve conditions, and not simply be able to report to the Commissioner all the defects possible. He worked to aid me in giving the system a higher standing on the merits of its advancement. The system will miss him; the two supervisors will miss him, and the person who may yet be appointed to take his place will have to do some hard work and careful study to be able to measure up to his standard."

In 1906 Mr. Blicht resigned as Prison Inspector, and at the solicitation of his many friends entered the primary for Railroad Commissioner of the State and was nominated by an overwhelming majority. In 1910 Mr. Blicht was re-nominated to succeed himself. Mr. Blicht held the office of Railroad Commissioner until his death, which occurred on October 30th, 1921.

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# Report of RAILROAD COMMISSION State of Florida

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Tallahassee, Fla., March 1, 1922.

*To His Excellency Cary A. Hardee,*

*Governor of Florida.*

Sir:

In accordance with the law, the Railroad Commissioners of the State of Florida herewith submit to you their twenty-fifth annual report for the period beginning March 1, 1921, and ending February 28, 1922.

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## RATES ON TAMPA SOUTHERN RAILROAD.

On February 3rd, 1919, there was completed, from Uceta, Fla., a station on the Atlantic Coast Line about three miles north of Tampa, to Palmetto, Fla., a distance of 36 miles, a road called the Tampa Southern.

As this road began operation during the period of Federal control, its officers ignored the law of Florida and the Railroad Commission and applied direct to the Railroad Administration for rates to be applied.

The Railroad Administration authorized the publication of the usual short line railroad rates generally applicable to short, independent lines in this State.

This resulted, on shipments from Tampa, for instance, to local points on the Tampa Southern, of the application of the combination of local rates.

It became known to the Commissioners that the Tampa Southern was in reality owned and operated by the Atlantic Coast Line Railroad, and the application of separate rates as between that line and the Atlantic Coast Line Railroad was in violation of Rule 1, of the Freight Rules of this Commission, which reads as follows:

“All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled, either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule.”

This Commission, knowing that shippers of Florida were being overcharged on all shipments moving between the Atlantic Coast Line and Tampa Southern Railroads, interchanged lengthy correspondence with officials of the Railroad Administration in an effort to have this situation corrected in line with the rules of the Commission and the laws of this State. These efforts, however, met with no success, and the charging of double locals continued, by direct authority of the Railroad Administration until the carriers were returned to private control.

Just as soon after the return to private control as possible this Commission entered into a formal investigation of the matter, the result of which was the issuance of Order No. 734, effective January 1st, 1922, a copy of which will be found elsewhere in this report.

As a result of this investigation the Commissioners found:

- (a) That the Atlantic Coast Line Railroad Company

and the Tampa Southern Railway Company are connecting railroads in the State of Florida.

(b) That the Atlantic Coast Line Railroad Company owns all of the stock of the Tampa Southern Railway Company, which fact is admitted by the Atlantic Coast Line Railroad Company in its sworn annual report for 1920, and also by statements under oath of officials of said railroad company at said hearing held in Tampa, Florida, on the 24th day of September, 1921.

(c) That the Tampa Southern Railway Company is under the management and control of the Atlantic Coast Line Railroad Company.

Upon these findings the Commissioners issued order as follows:

"4. It is ORDERED that the lines of railway of said Atlantic Coast Line Railroad Company and the said Tampa Southern Railway Company, for the purpose of transportation, in applying their schedules of freight rates for the transportation of freight wholly within this State, be considered as constituting one and the same railroad, and that the rates shall be computed as upon parts of one and the same railroad, according to the provision of Rule 1, of the 'Rules Governing the Transportation of Freight' prescribed by the said Railroad Commissioners, and not as joint rates.

"5. And it is further ORDERED that the freight rates heretofore prescribed and now in effect for the Atlantic Coast Line Railroad Company shall apply to the said Tampa Southern Railway Company.

"6. And it is further ORDERED that this order shall take effect on the 1st day of January, 1922."

This Order corrects an irregularity that never should have existed, and one that would not have existed except for the taking over of the railroads by the Federal Government during the war period.



## STRAWBERRIES IN PONY REFRIGERATORS.

Effective June 1st, 1921, the American Railway Express Company, by supplement No. 2 to their I. C. C. No. 1435, cancelled the estimated weights on strawberries in pony refrigerators, and ordered the strict application of the Express Classification, which provided for gross weight, less 25% for ice.

This would have meant an increase of approximately 50% in the cost of getting our Florida Strawberries to market, and as soon as the action of the Express Company became known the office of the Commission was flooded with requests from growers that some action be taken in opposition to the proposed increase.

In response to these requests, the Commissioners, on May 14th, wired the Interstate Commerce Commission, asking that Supplement 2 to I. C. C. 1435 be suspended, and that a formal investigation be entered into with reference to the proposed changes. Mr. C. S. Hoskins, of the Tampa Board of Trade, acting for the Tampa Board of Trade and the berry growers of Hillsborough and Polk counties also made a similar application to the Interstate Commerce Commission.

In response to these requests the Interstate Commerce Commission, under I. & S. Docket No. 1344, dated May 31st, 1921, suspended supplement 2 to I. C. C. 1435, and ordered that a formal hearing be entered into.

The Interstate Commerce Commission suggested that the shippers and the Express Company enter into a conference with reference to these rates, in the hope that an agreement could be reached between the parties at interest, thereby doing away with the necessity for a formal investigation. In compliance with this suggestion a conference between the shipper's representatives and the Express Company was arranged for and held in the rooms of the Bank of Plant City on July 1st, 1921. This conference was without result, as no agreement could be reached between





A. C. L. Double Track 9 Miles North of Jacksonville on Main Line.



the parties. There being nothing further left to do, the Interstate Commerce Commission, on August 3rd, 1921, set the matter down for formal hearing at Tampa, Fla., September 27, 1921, before Examiner Carter.

The Commissioners appeared at this hearing, accompanied by their Counsel and Rate Expert. Exhaustive exhibits were introduced, and many of the growers testified. The entire strawberry industry, both from the standpoint of marketing and growing, as well as shipping, were fully gone into. In this connection the Commissioners desire to acknowledge the very efficient assistance rendered by Mr. C. S. Hoskins, of the Tampa Board of Trade, who personally represented the growers of Hillsborough and Polk counties. Mr. Hoskins' exhibits and testimony were very much to the point, and the Commissioners take pleasure in making public acknowledgment of his help, as the service he performed in this case was invaluable.

Briefs were filed, and on November 18th Senator Calkins, Counsel for the Commission, made oral argument before the Interstate Commerce Commission in Washington.

In its decision, rendered December 8, 1921, the Interstate Commerce Commission found:

"Increases in estimated weights on berries in pony refrigerators, proposed in tariffs of American Railway Express Company, found not justified. Suspend schedules ordered cancelled."

The winning of this case is of material importance to every strawberry growers in Florida. It is conservatively estimated that the saving in freights to the growers of Plant City and vicinity alone will amount to approximately \$75,000.00 per annum, with a relative saving to other shippers throughout the State.

## EXPRESS REFRIGERATOR CARS FOR STRAW- BERRIES.

It will be recalled that in 1916 this Commission brought a case before the Interstate Commerce Commission in which it was sought to require the Southern Express Company and its connections to provide for the use of strawberry shippers from Florida, express refrigerator cars, to be handled on passenger trains, or on trains making passenger train schedules. The then existing rates on strawberries were also attacked as being unreasonable and unjust.

At that time the American Express Company was operating express refrigerator cars from the berry growing section of Louisiana, at rates very much lower, for longer distances, than was being afforded to the Florida shippers by freight refrigerator car service.

This case was gone into very thoroughly. The case was lost, for several reasons. Under the law as it then read, the Interstate Commerce Commission held that they did not have the power to require the furnishing of especial equipment. It was further found that the service being furnished to the shippers of Louisiana was by the American Express Company, while that being furnished to the shippers of Florida was by the Southern Express Company, which prevented a finding on the grounds of discrimination.

Since that time the Transportation Act of 1920 has been passed, under which the powers of the Interstate Commerce Commission have been enlarged, and there is now probably no question but that the power to order special equipment is lodged in the Federal Commission.

Since that time, also, all of the Express Companies of the United States have been consolidated, the company now furnishing refrigerator car service to Louisiana and other producing territories being the same company that is withholding that service from the growers of Florida.



Jacksonville Union Terminal Station.





This brings into consideration the vital question of discrimination.

With these new facts in view the Commissioners brought another case, similar to that of 1916, and same was heard at Tampa, Fla., on October 17th, before Examiners Butler and Roth. A further hearing was held in New York on November 10, 1921, in order to secure testimony of the receivers of these berries in the Eastern markets.

In the testimony submitted by the Commission it was shown that the rate on strawberries from Independence, La., by express refrigerator cars, to New York, is 4.9c per quart, while the present rate from Plant City, Fla., to New York, (by pony refrigerators, which is the only practical service offered by express from Plant City), is 11.16c per quart, it being further shown that Independence, La., is 565 miles further from New York than is Plant City, Fla. From the Starke section the distance to New York is 709 miles less than from Independence, La.

It was further shown that the freight refrigerator cars now being used in this territory are not suitable for the transportation of strawberries except under very light loading, and that this light loading necessarily increases the rates.

This case has been briefed and argued, and is now before the Interstate Commerce Commission for final decision.

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#### NEW UNION STATION FOR COTTONDALE, FLA.

On the 25th of March, 1921, the joint passenger station of the A. & St. A. B. and L. & N. Railroads at Cottondale was destroyed by fire. Upon petition of citizens of Cottondale, dated Aug. 5th, 1921, the Commissioners issued Notice No. 277, dated Aug. 11th, 1921, advising that they would be in session at the office of the Mayor of Cotton-

dale, 'on Aug. 22nd, 1921, to consider and determine whether or not they ought to require the Atlanta & St. Andrews Bay Railroad and the Louisville & Nashville Railroad to erect, operate, and maintain a joint passenger station or union depot at Cottondale.

The hearing was held as ordered, at which it developed, from testimony, and from inspection by the Commissioners that there had been no move made by either of the railroads named to provide the people of Cottondale with suitable accommodations. They were then using, and had been ever since the fire of March, 25th, 1921, two old box cars that had been fitted up as a ticket office, waiting and baggage room.

This accommodation was found to be hardly adequate for the use of a small way station, and entirely unsuitable for a city of the size and importance of Cottondale, where in addition to the regular local traffic, there is a heavy transfer for points from and to the coast.

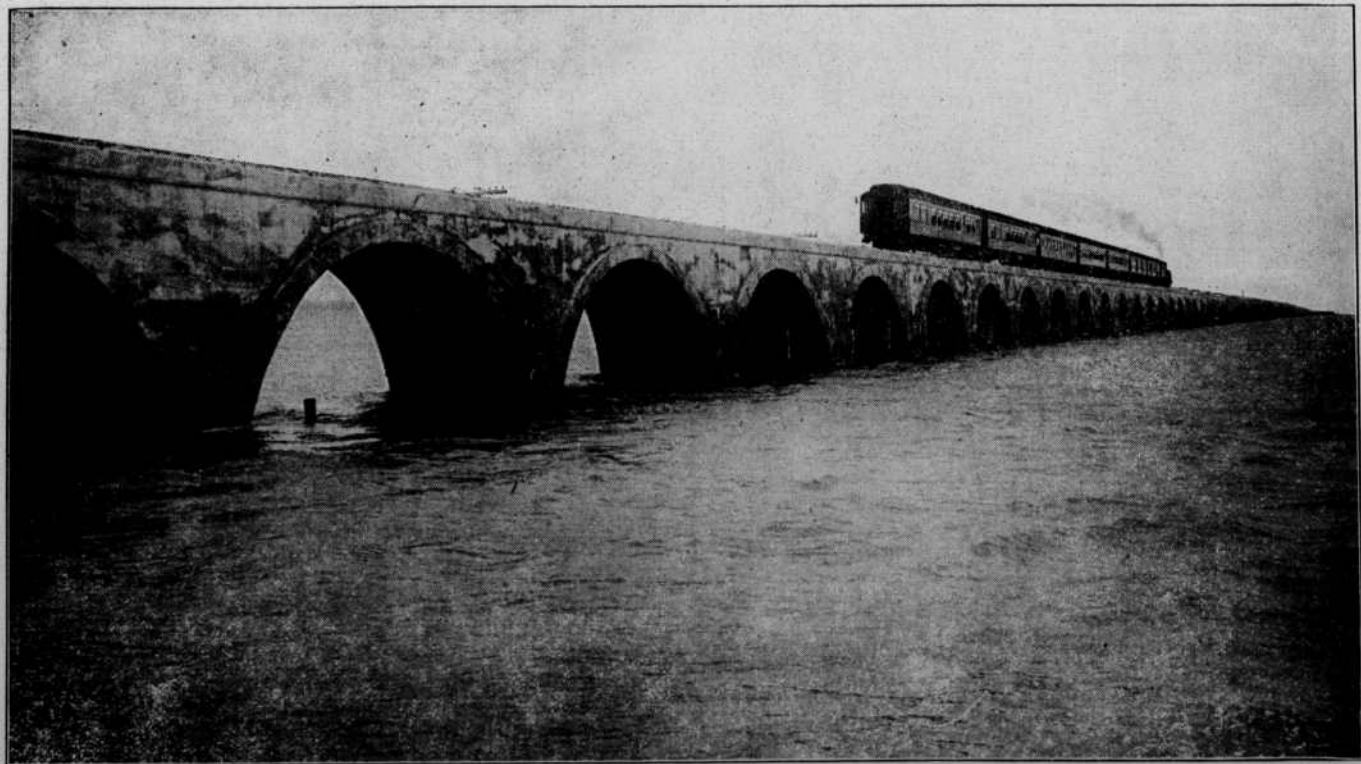
Accordingly, the Commissioners issued Order No. 728, dated Sept. 2nd, 1921, directing the above named roads to construct at Cottondale a joint passenger station at Cottondale, Fla. The details of construction are to be found in Order No. 728, which will be found elsewhere in this report.

The new station has been completed, and is in every way modern and suited to the needs of a growing and progressive community like Cottondale.

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#### RATES IN THE SOUTHEAST.

Following certain decisions of the Interstate Commerce Commission and Fourth Section Orders affecting the adjustment of rates to and from points in Southern territory, and the amendment of the Fourth Section of the Act to Regulate Commerce by the Transportation Act of



F. E. C. Ry.—New York-Cuba Mail Train No. 85 Passing Over Long Key Viaduct





1920, the Southern interstate carriers appointed a special committee to review and readjust, under Fourth Section principles set forth in the said decisions and the Amended Fourth Section, rates from Ohio River Crossings, St. Louis, Mo., Memphis and Nashville, Tenn., Gulf Ports and Mississippi River Crossings, South Atlantic Ports and Eastern and Virginia Cities to Southeastern Territory.

This committee was in practically continuous session for several months, and substantially completed the revision of the class rates. In accordance with the expressed wishes of the Interstate Commerce Commission that the shipping public be given advance notice of general changes in rates, arrangements were made for conferences to be held in the Assembly Room of the Chamber of Commerce, Atlanta, Ga., during the week beginning July 11, 1921, between the members of the Fourth Section Committee of Southern Carriers and the shipping public of the southeast.

This conference was held, and was attended by a very representative gathering of shippers, boards of trade, chambers of commerce, and other civic bodies from many sections of the South. At the opening of the conference, Mr. D. M. Goodwyn, Chairman of the Fourth Section Committee of Southern Carriers, presented for the consideration of the assembled shippers detailed statements of the proposed class rates as they had been worked out by the committee, giving in many instances a description of the manner in which the rates had been arrived at.

The rates are so involved, and cover so much territory that they cannot be discussed at any length in an article of this kind, but very briefly, the proposition is this:

The strict application of the long and short haul principle to rates from, to and between points mentioned above. This will undoubtedly mean material increases to the ports and other points where heretofore water transportation has been a factor in reducing the rates. On the other hand, there will be both increases and reductions to

interior points, if the rates as proposed by the Fourth Section Committee are finally adopted.

At the Atlanta conference it seemed to be the concensus of opinion that the Fourth Section Committee in setting up the rates they proposed had not altogether complied with the strict terms of the Fourth Section of the Act, or with the suggestions of the Interstate Commerce Commission. There also seemed to be a very strong opinion that in the rates proposed the increases would greatly outnumber the reductions, and that the scheme as submitted would increase revenues as well as readjust the rates.

It was impossible for the shippers and the committee to arrive at any agreement, and the conference was a failure except that it gave the shippers a good deal of information that they did not before possess.

The conference adjourned with a kind of vague understanding that the carriers would ask the Interstate Commerce Commission to review the rates in an informal proceeding. It was pointed out that if the rates were published as they were submitted the Interstate Commerce Commission would at once be asked to suspend them, pending a full hearing, and that such a proceeding would involve large expense in the publication of tariffs.

Nothing further was done following the conference until Feb. 21, 1922, when the Interstate Commerce Commission issued the following press notice:

“At the request of carriers operating in Southern territory and of many interested shippers, the Commission on its own motion has instituted an investigation of the class rates applicable in interstate commerce within southern territory; between that territory and Mississippi River crossings; between that territory and Ohio River crossings and points beyond in Illinois, Buffalo, Pittsburgh, and central territories; and between that territory, excepting North Carolina points, and Virginia cities and Eastern



A. C. L. R. R. "Tampa Special"—Union Station, Tampa.



points beyond in trunk line and New England territories."

"This investigation has been instituted because the rates in question, in many instances, differ materially for substantially similar hauls on like classes of traffic; because the relationship to first class of the rates on the lower classes varies greatly in many of the different scales and adjustments; and because many of the rates are higher for shorter distances than for longer over the same line or route. The investigation is favored not only by the carriers and shippers, but also by most, if not all, of the commissions of the southern states. The carriers have been working upon a revision of the rates for many months. The Commission believes that by instituting this investigation it will be possible to secure results more constructive and harmonious than can be secured in the separate proceedings which will otherwise be inevitable, and that much time and labor will in the end be saved."

"While intrastate rates have not been included within the scope of the investigation, the Commission appreciates the desirability of greater harmony between the intrastate and interstate rates structures than now exists, and believes that not only the carriers, but also the shippers and state commissions of the South entertain like views as to this matter. To this end the Commission in reaching conclusions with respect to the interstate rates will consult with the state commissions and is confident of their co-operation."

"Hearings will be held at various places in Southern territory and the dates and points of these hearings will be later announced. It is probable that a schedule of information deemed essential in connection with the investigation will at the same time be presented."



The result of this hearing is likely to be revolutionary on rates in the South. If the Interstate Commerce Commission takes the same view of the matter as they did in the Mississippi Valley case, and there is no reason to think otherwise, they will not allow the presence of water competition to affect rail rates in any way. Rates to all points will be put on what is known as a "dry land" basis, and the commercial necessities and activities of our people will have to adjust themselves to the new conditions.

This matter is a very large one, and is very vital to the shippers of this State. The Commissioners have formed no opinion as to what the final adjustment should be. They will form no opinion until they have made a thorough study of all the elements connected with the proposed adjustment, and they will then take that action which, in their opinion will be of greatest benefit to the largest number of the people of this State.

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#### DECREASE IN RATES ON AGRICULTURAL PRODUCTS.

Effective January 1st, 1922, the interstate carriers by rail in the United States voluntarily made a 10% reduction in the rates on agricultural products, effective generally except in certain of the New England States, the reduced rates to remain in effect for an experimental period of six months.

Under date of December 6th, 1921, Mr. E. T. Willcox, Assistant Freight Traffic Manager of the Seaboard Air Line Railway, made application to the Railroad Commission of Florida, on behalf of all carriers in the State of Florida, for permission to make a 10% reduction, intrastate, on agricultural products moving between points in Florida. Because of certain conditions surrounding this application it was not approved. Mr. Willcox's letter read as follows:



S. A. L.—West Coast Limited Between Jacksonville and Tampa.



"The Seaboard Air Line, on behalf of all carriers in the State of Florida, seeks authority from and approval of your Honorable Commission to make a 10% reduction, for an experimental period of six months, in carload rates on Wheat, Corn, Oats and other Grains, Flour, Meal, Hay, Straw and Alfalfa; and in the commodity rates on Leaf Tobacco, carloads and less; on Cotton, carload and less than carload; Cottonseed and Cottonseed Hulls, carload; Raw Peanuts in the shell, carload; Fresh Fruits and Vegetables, carload; Dried Fruits and Vegetables, carload; Live Stock, carload; Live Poultry, carload.

"As to rates on Grain and Grain Products, the Florida lines desire to establish carload rates on basis of 90% of the present any-quantity rates, subject to the same carload minimum that applies in connection with interstate rates from the West to Jacksonville, Fla."

To this communication the Commissioners replied as follows:

"I am in receipt of your letter of December 6th, file -A, in which you make application on behalf of all carriers in the State of Florida for authority to make a 10% reduction, for an experimental period of six months, in carload rates on Wheat, Corn, Oats and other Grains, Flour, Meal, Hay, Straw and Alfalfa; and in the commodity rates on Leaf Tobacco, carloads and less; on Cotton, carload and less than carload; Cottonseed and Cottonseed Hulls, carload; raw Peanuts, in the shell, carload; Fresh Fruits and Vegetables, carload; Dried Fruits and Vegetables, carload; Live Stock, carload; Live Poultry, carload.

"Coupled with this request is the proposition to establish carload rates on Grain and Grain Products on basis of 90% of the present any-quantity rates,

subject to the same carload minimum weight that applies in connection with interstate rates from the West to Jacksonville on those commodities.

"This Commission welcomes any steps looking to an actual and not a paper reduction of freight rates, but we believe that any reductions that are made should be made as the increases were made, and for that reason cannot give full approval to your proposition.

"Under General Order 28 the basis of rates in Florida as they *then existed* was used, except in those instances where the basis was actually increased. This was followed by Ex Parte No. 74, which laid an increase of 25% upon the rate basis *as it existed* at the time that Order was made effective.

"Decreases in freight rates should now be made on the same basis on which the increases were made. Anything less than that would not only be improper, but it would be unfair.

"To be able to say that this Commission had authorized you to make a reduction in the rates on grain and grain products on the basis outlined would be a great thing on paper, but the result would be on paper only, for the small shipper would have to pay the same rates he is now paying, and the reduction in the carload rates would be so small that it would never be reflected in prices to the ultimate consumer, the man who actually pays the freight.

"When you increased these rates you increased all classes of rates, both carload and less than carload, and if you are going to make a decrease it should be applied in the same way.

"In other words, this Commission takes the same position with reference to decreases that the carriers took with reference to increases. Let's treat all classes of shippers alike, and not show preference to the one at the expense of the other.



"You are hereby authorized to make a 10% reduction, for an experimental period of six months, on Wheat, Corn, Oats and other Grains, Flour, Meal, Hay, Straw, Alfalfa, Tobacco, Cotton, Cottonseed, Cottonseed Hulls, Fresh Fruits, Fresh Vegetables, Dried Fruits and Vegetables, Live Stock and Live Poultry, in carloads and less than carloads, where there are carload and less than carload rates, and any quantity where the rates are so stated.

"You are also authorized to make a reduction of 10% on raw Peanuts, in the shell, carload, where there are commodity rates provided.

"Intrastate traffic is largely less than carload, and therefore the reductions you propose would affect a very small proportion of the traffic.

"The reductions authorized herein will affect the traffic that is actually moving, and be of some value to the shippers of this State. The L. C. L. and any quantity traffic was increased under Order No. 28 and Ex Parte 74 in the same proportion as the carload traffic, and should be similarly reduced.

"The application to establish carload rating on grain and grain products by making such carload rates 90% of the present any-quantity rates is not approved.

"The application to increase existing carload minimum weights is also not approved."

The final result of this correspondence was the publication, effective February 1, 1922, of the 10% reduction as originally proposed by Mr. Willcox on all of the commodities except grain and grain products. The reduction on grain and grain products was made effective by special supplement on February 8, 1922, in line with the views of the Commission.

We have gone into this matter at some length for the reason that some shippers complained that this reduction

had not been made effective on January 1st, the date on which the reduction was made on interstate traffic, and were being informed by officials of some railroads that application had been made to this Commission for permission to make the reductions, and that such permission had been denied. A perusal of this correspondence will satisfy any shipper as to just what the actual situation was.

The Commissioners are of the opinion that the short delay in making these reductions effective has been amply justified by reason of the fact that on grain and grain products the reductions now made will amount to something to the man who actually pays the freight.

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#### REFRIGERATION CHARGES.

In our 23rd Annual Report we gave a history of the activities of the carriers looking to increase in refrigeration charges and the withdrawal of certain privileges that had heretofore been extended to shippers under refrigeration. The decision of the Interstate Commerce Commission in this case was not as favorable to the shippers as was hoped, the principal item won in the fight made by the Commissioners being the elimination of the proposed charge of \$5.00 per trip for the use of refrigerators not under ice. In the decision the Commission said:

“In the present proceeding we found it necessary to exclude evidence in regard to the level of the line haul rates, since it was obvious that an attempt to extend the investigation comprehensively into this field would have made an early response to the request of the Director General impossible. We are, therefore, unable to offer advice in regard to this matter, except to indicate the general rule, which, in our opinion, should

be followed. Separate charges for protective service should not be established where none are now maintained, or covering elements of cost which have not hitherto been included, unless the carriers are prepared to justify as reasonable, if complaint be made, the increase which would result in the aggregate charge for haulage and protective service combined."

On the basis of this statement this Commission brought a case before the Interstate Commerce Commission, based on the contention that as the matter then stood, both the freight rates and the refrigeration rates included items covering the cost of haulage of ice and switching, while obviously these items should either be included in the freight rate or the refrigeration rate, but not in both. The case was heard, and in due time the Examiner, Mr. J. H. Wagner, made his tentative report to the Interstate Commerce Commission, finding as follows:

"The Commission should find that the aggregate transportation and refrigeration charges assailed are not unreasonable except that the haulage rates on vegetables, other than celery, under refrigeration are unreasonable in that they do not provide in those instances where a lower minimum and higher rate apply than under ventilation for the alternative application of the same rate and minimum under refrigeration as under ventilation, and that the refrigeration charges are unreasonable to the extent of 20% of the cost-of-ice factor embraced therein."

While these recommendations, if adopted by the Commission, would amount to important concessions, the Florida Railroad Commissioners were of the opinion that they were not as far-reaching as was warranted by the evidence, and on October 4 Counsel for the Commission filed exceptions to the Examiner's report with the Inter-

state Commerce Commission. The matter is now before that body for decision, and we hope that their view of it will be broader than that suggested by the Examiner.

During the season of 1919-1920 there were forwarded from this State 66,000 minimum carloads of perishables, which were loaded in 56,000 cars. This was done by the shippers at the risk of loss to their products in order to co-operate with the government for the conservation of equipment.

During that season there were forwarded 28,000 cars under refrigeration. The average ice consumption was 12 tons per car at \$5.00 per ton, or \$60.00. The proposed reduction would amount to \$12.00 per car, or, for the 28,000 cars shipped, a total saving to the shippers on this item alone of \$336,000.00. Again there is the amount of \$5.00 per car saved on refrigerator cars that are used as ventilators. Further, there is the saving that will be made by the reduction of 6c per package on vegetables shipped in refrigerators when loaded to the ventilator minimum.

There are no statistics by which we can arrive at the exact amount of the last two items, but it would be a very moderate estimate to place the saving from this one case alone in excess of a half million dollars per annum.

The foregoing was published in our Annual Report for 1921. Since this was published the Interstate Commerce Commission made a formal order in the case, practically adopting the recommendations of the examiner, and the new rates were made effective by tariff publication. This decision was rendered on April 15, 1921.

In June, 1921, the carriers filed their first petition for a rehearing of that portion of the case which relates to refrigeration charges, and on July 11, 1921, said petition for rehearing was denied.

On or about August 24, 1921, the carriers filed their second petition for a reconsideration or rehearing of said



cause insofar as related to the cost-of-ice factor therein involved; and on September 6, 1921, the Interstate Commerce Commission ordered "that the case be, and it is hereby, reopened for further hearing, provided that pending such further hearing the report of the Commission in the case of July 12, 1921, shall remain in full force and effect, and provided further that refrigeration charges are published in accordance with the conclusions announced in said report."

Further testimony was taken in this matter before Examiner Wagner, in Jacksonville, Fla., on January 18-21, 1922. The case has not yet been brought to a conclusion, but a decision will very likely be had before the next shipping season. In the meantime the reduced rates will be in effect.

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#### PHYSICAL CONNECTION BETWEEN CARRIERS.

Prior to the meeting of the last Legislature the matter of physical connection between railroads was covered by Chapter 2849, Laws of Florida, which reads as follows:

"2849. DUTY OF RAILROAD COMPANIES WITH CROSSING LINES.—It shall be the duty of all railroad companies in this State, crossing or meeting each other at any point, to construct such switches, side-tracks and connections as will enable them to transport cars to and from each other's lines; and the expense of such construction shall be borne equally by such connecting lines of railroad; Provided, That the gauge of such connecting lines is the same."

In the enforcement of this statute there could be no question as to when railroad crossed each other. The question as to when railroads met was a different matter.



There was considerable argument and difference of opinion as to just what was meant by the words "meeting each other" at any point. There were two ways in which to solve this problem. One was to allow the matter to find its way to the Supreme Court for a judicial interpretation of the wording of the Act. The other was to ask the Legislature to amend the Act, clarifying the language. The latter was adopted, and as the result, Chapter 4618, relating to the Duties and Powers of the Railroad Commissioners was amended by Chapter 8469, to read in part as follows:

"And they (the Railroad Commissioners), shall have power: 3. To require railroads and water carriers serving any given point or community as common carriers of freight or passengers to provide such reasonable physical connection as may be necessary to properly facilitate the transfer of freight or passengers from one of said carriers to the other."

It is thought that this language is much clearer than that formerly used.

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#### GRADE CROSSINGS.

For a number of years there has been an effort to secure uniform legislation in all of the States with regard to the elimination, or protection, of highway crossings over railroads. This question has been recommended by the Commissioners before, but so far the State of Florida has taken no steps in this direction. With the rapid growth in population, the running of more trains on our railroads, and the rapidly increasing number of automobiles and vehicles using our highways, the hazard has been very much accentuated. Accidents are constantly

occurring, which, in many instances, under proper regulation, could be avoided.

Owing to the topography of our State, there is only a limited number of crossings that could be changed from grade to over or under-head, but where this can be done it should be done. Not all at once, but under suitable rules and regulations which would bring about this result gradually.

There is no State authority at present having jurisdiction or power to regulate these matters. The County Commissioners of the several counties only have the right, in certain instances, to declare a public road across a railroad, and even in those cases, have no power to say how it shall be done, or to pass upon the safety of same, and it too often happens that crossings are declared which are not necessary, and only tend to multiply the dangers therefrom. There are many places where under this system three and four crossings over a railroad are made in the same locality, when one properly safe-guarded crossing would serve all purposes. This question becomes the more important by reason of the policy of building permanent highways, in the building of which the question of crossing at grade should be reduced to the minimum.

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## CONFERENCES AND INVESTIGATIONS.

March 7: Commissioners Burr, Blitch and Wells: Conference with Mr. H. P. Clements, General Passenger Agent of the Pullman Company, relative to the rates charged by that company within the State of Florida.

March 9: Commissioners Burr and Wells: Panama City: Conducted a hearing at the request of the Interstate Commerce Commission, Finance Docket No. 1159, in the matter of the application of the Atlanta & St. Andrews

Bay Railway Company for a certificate of convenience and necessity to abandon its St. Andrews Branch.

March 21: Commissioner Burr: Atlanta, Ga.: Conference with C. W. Hillman, special auditor, with reference to the progress of his work in examining the books and accounts of the Southern Bell Telephone & Telegraph Company.

March 22: Commissioners Blitch and Wells: Conference with Mr. W. L. Stanley, General Attorney and Mr. L. S. Peck, Trainmaster, Seaboard Air Line Railway Co., regarding discontinuance of practice of agents meeting certain passenger trains on Sundays at certain stations in Florida. Also, with reference to discontinuance of operation of passenger trains on Sundays between Archer and Inverness and discontinuance of Monticello Branch passenger train service connecting with Nos. 37 and 38.

March 23: Commissioner Wells: Hosford: Investigation side track facilities at the mill of Mr. Geo. Marquardt on the Apalachicola Northern Railroad.

March 24: Commissioners Burr and Blitch: Conference with Mr. W. L. Stanley, General Attorney, and Mr. L. S. Peck, Trainmaster, Seaboard Air Line Railway Co., regarding proposed amendment of Rule 26 of the Freight Rules.

April 27: Commissioners Burr and Wells: Conference held with Mr. A. B. Scruggs, Supt., American Railway Express Company relative to hours for receipt of cold storage products at Jacksonville.

April 30: Commissioners Burr and Wells: Conference with Mr. H. O. McArthur, Supt., Atlantic Coast Line Railroad Co., regarding train service into Altoona and temporary agency at Orange Park.

May 5: Commissioners Burr and Wells: Conference with Mr. A. B. Scruggs, Supt., American Railway Express Co., with reference to money shipments from Dunnellon to Inglis, Florida.

May 6: Commissioners Burr and Wells: Conference with Mr. W. G. Brorein, Frank Moor and A. B. Steuart, a committee of the Florida Telephone Association. A petition was filed for authority to make certain charges, rules and classifications affecting telephone service.

May 13-24: Commissioners Burr and Wells: Conference with Mr. O. H. Page, Acting Genl. Supt., Atlantic Coast Line Railroad Co., who filed a petition with the Commissioners to close certain agencies in Florida.

May 30: Commissioners Burr and Wells: Conference with Mr. W. G. Brorein, President, regarding the telephone properties of the Peninsular Telephone Company.

July 9: Commissioners Burr, Blitch and Wells: Conference with Mr. W. J. Singletary, with reference to establishment of toll station by the Southern Bell Telephone Company at Grand Ridge, Florida.

July 25: Commissioners Burr and Wells: Conference with Mr. G. Z. Phillips, Asst. Genl. Traf. Mgr., Seaboard Air Line Railway Co., regarding passenger fares between Fernandina and Jacksonville, Florida.

July 26: Conference with Mr. David Laird, Gen. Mgr., Southern Bell Telephone Co., who requested permission to cut off long distance wires from Marianna Telephone Exchange and put in a toll board and operators to handle toll messages from a pay station at Marianna, due to the fact that the Marianna Telephone Exchanges had failed to pay to the Southern Bell toll revenues collected amounting to over \$1,500. Authority was granted, effective August 1, provided satisfactory arrangements could not be made to collect from the Marianna Exchange and have settlements made promptly.

August 1: Commissioners Burr and Wells: Conference with Mr. R. B. Coleman, General Manager Georgia, Florida and Alabama Railway Co., relative to moving freight cars in passenger trains.

August 2: Commissioners Burr and Wells: Conference with Mr. J. L. Nesbit, General Agent Georgia, Florida and



Alabama Railway Co., regarding moving freight cars in passenger trains.

Conference with Mr. J. H. Drummond, regarding the operation of excursion trains into St. Andrews over the A. & St. A. B. Ry.

August 17: Commissioners Burr and Wells: Conference with Mr. H. W. Purvis, General Superintendent Seaboard Air Line Railway Co., regarding permission to discontinue mixed train service on the Orlando Branch on Sundays.

Conference with Mr. G. Z. Phillips, A. G. T. M., Seaboard Air Line Railway Co., with reference to train service on Monticello Branch and passenger fares between Fernandina and Jacksonville.

August 17-23: Commissioner Burr: Washington: Meeting of the Executive Committee of the National Association of Railway and Utilities Commissioners.

August 17-19: Commissioner Wells: Inspection of the passenger train service on the Live Oak, Perry and Gulf Railroad.

September 9: Commissioner Wells: Ocala: Conference with Mr. H. S. Cummings, Receiver, and the Sheriff of Marion County, regarding postponing of seizure of the Ocklawaha Valley Railroad for payment of taxes under court order to facilitate clearing traffic on line.

September 12: Commissioners Burr and Wells: Conference with Mr. J. C. Murchison, General Superintendent, Atlantic Coast Line Railroad Company, with reference to train service and other operating conditions of that road.

September 13: Commissioners Burr and Wells: Conference with Mr. H. W. Purvis, General Superintendent, Seaboard Air Line Railway Co., relative to discontinuance of Sunday passenger train service on the Orlando Branch and changing passenger train to mixed train service on the Archer-Inverness Branch.

September 27: Commissioners Burr and Wells: Jack-



sonville: Appearance for the Commission at a hearing before an Examiner of the Interstate Commerce Commission in I. & S. Docket 1344, Estimated Weights on Berries in pony refrigerators.

September 29: Commissioners Burr and Wells: Jacksonville: Conference with Mr. J. P. Beckwith, Vice President, Florida East Coast Railway Co., regarding connection at Palatka between ACL train No. 78 and FEC No. 101.

Conference with Mr. W. L. Stanley, General Attorney, Seaboard Air Line Railway Co., regarding passenger train service on the Fernandina and Archer-Inverness Branch.

Conference with Mr. Scott M. Loftin General Counsel, and Mr. F. W. Kirtland, Freight Traffic Manager, Florida East Coast Railway Co., and a committee of business men and members of the South Jacksonville Chamber of Commerce, pertaining to charges for transferring cars to South Jacksonville.

October 3: Commissioner Burr: Conference with Mr. David Laird, General Manager, Southern Bell Telephone Co., regarding informal telephone matters.

October 10-17: Commissioner Burr: Atlanta, Ga.: Attendance annual convention National Association of Railway and Utilities Commissioners.

October 21: Commissioners Burr, Blitch and Wells: Conference with Mr. E. S. Stockbridge, representing the Gulf Coast Railway with reference to the application of that road to revoke Order No. 629 and ceasing operation as a common carrier.

October 21-30: Commissioner Burr: Washington: Attendance at a meeting of the executive committee of the National Association of Railway and Utilities Commissioners and to appear before the Senate Committee on Interstate Commerce for the purpose of giving testimony with particular reference to proposed amendments to the Transportation Act, 1920, to safeguard the powers of the

several States in regulating commerce within their respective borders.

November 22: Commissioners Burr, Campbell and Wells: Lake Worth: Conference with Mr. J. H. Owen, General Superintendent, Trans., Florida East Coast Railway Co., pertaining to application of the Chamber of Commerce to require the agent at Lake Worth to remain on duty until after the departure of train No. 38.

Nov. 26-29: Commissioners Burr and Campbell: Panama City: Attendance hearing before Examiner of the Interstate Commerce Commission in the matter of the application of the Atlanta & St. Andrews Bay Railway Co. to abandon its St. Andrews Branch.

December 1: Commissioners Burr, Campbell and Wells: Conference, Mr. E. J. Triay, Receiver, Jacksonville Traction Co., who filed with the Commission a proposed experimental schedule on the Ortega line, inaugurating a 15-minute schedule in lieu of the present 30-minute schedule for a trial period of not less than 30 nor more than 60 days, which was approved.

December 7: Informal conference with Mr. G. Z. Phillips, A. G. P. A., Seaboard Air Line Railway Co.; H. S. Grimes, J. L. Hunter, Route Agents, American Railway Express Co., and representatives of the Leon County Dairy Association, regarding express and baggage rates of charges on milk from Tallahassee to South Florida points.

January 9-10: Commissioners Burr, Campbell and Wells: Jacksonville: Conference with shippers for the purpose of determining what, if any, action should be taken by the Railroad Commissioners, or representatives of shippers, in the general rate investigation being conducted by the Interstate Commerce Commission, Docket 13293.

January 12: Commissioners Burr and Campbell: Pensacola: Conference with officials of the Louisville & Nashville Railroad, Board of County Commissioners of Escambia County representatives of the State Road Department

and others interested, concerning securing a reduction of rates on sand and gravel from pits in the northern part of Escambia County, to be used by the said county for road construction.

January 18-19: Commissioners Burr, Campbell and Wells: Jacksonville: Appearance at a hearing before an Examiner of the Interstate Commerce Commission, Refrigeration Charges on Citrus Fruits and Vegetables from Florida, ICC Docket 10892.

January 26: Commissioner Wells: Ocala: Conference with Mr. A. Christensen, Receiver, Ocklawaha Valley Railroad Co., and Mr. H. S. Cummings, President, Rodman Lumber Co., regarding milling in transit rates on logs, and also to make an inspection of the physical condition of the O. V. Railroad.

February 2-4: Commissioners Burr and Campbell: Pensacola: Conference with representatives Louisville & Nashville Railroad Co., County Commissioners and others interested, relative to rates on sand and gravel for road-building purposes.

February 13-23: Commissioner Burr: Washington: Appearing on behalf of the State in the General Rate Investigation being conducted by the Interstate Commerce Commission.

## REPORT OF COUNSEL.

March 1, 1922.

To the Railroad Commissioners of Florida:

Gentlemen—Your Special Counsel submits the following report for the year ending February 28, 1922:

## COURT CASES PENDING.

1. Railroad Commissioners vs. Florida East Coast Railway Company, Orange County. Penalty.
2. Railroad Commissioners vs. Atlantic Coast Line Railroad Company, Columbia County. Penalty.
3. Railroad Commissioners vs. Georgia Southern & Florida Railroad Company, Columbia County. Penalty.
4. Railroad Commissioners vs. Florida East Coast Railway Company, Dade County. Penalty.
5. Railroad Commissioners vs. Barfield Telephone Company, Calhoun County. Penalty.
6. Railroad Commissioners vs. Baker County Telephone Company. Penalty.
7. Railroad Commissioners vs. Hastings Telephone Company. Penalty case.
8. Railroad Commissioners vs. Barfield Telephone Company, Calhoun County. Second suit. Penalty.
9. Railroad Commissioners vs. Florida East Coast Railway Company. Chancery.
10. Railroad Commissioners vs. Atlantic Coast Line Railroad Company; Georgia Southern & Florida Railway Company; Louisville & Nashville Railroad Company and Seaboard Air Line Railway Company. Mandamus to require obedience to the Commission's Order No. 698.

11. Railroad Commissioners vs. Jacksonville Terminal Company. Mandamus.

CASES BEFORE INTERSTATE COMMERCE COMMISSION.

1. Investigation and Suspension Docket No. 1344. Estimated weights on strawberries in Pony Refrigerators by express.

The American Railway Express Company issued on April 18, 1921, to become effective June 1, 1921, Supplement No. 2 to I. C. C. No. 1435, cancelling the Commodity Class "B" and Estimated Weights on Berries in "Florida Refrigerators," providing in lieu thereof for the application of rates on "Berries N. O. S." which are subject to Class "A" of the commodity tariff in connection with the classification weight basis.

The effect of this supplement No. 2 was to increase the express rates on strawberries moving in Pony Refrigerators about 37.6%. The Railroad Commissioners obtained a temporary suspension of this tariff, and testimony was taken at Tampa on September 27, 1921. I filed my brief in said cause on November 8, 1921. On November 18, 1921, I argued the case orally in Washington, and on December 8, 1921, the case was decided in favor of the growers and shippers.

2. Railroad Commissioners of Florida vs. American Railway Express Company, I. C. C. Docket No. 12981.

On June 27, 1921, the Railroad Commissioners of Florida filed their formal complaint against the American Railway Express Company, alleging in substance as follows:

(a) That the American Railway Express Company provides express refrigerator cars for the shipment



of strawberries, in carloads, from various points in the States of Alabama, Mississippi and Louisiana, to the northern markets; and has in effect tariffs naming carload rates on such movements.

(b) That the American Railway Express Company provides no express refrigerator cars for the shipment of strawberries, in carloads, from producing points in the State of Florida to northern markets; and has established no carload rates on strawberries when moving via express from Florida to northern markets.

(c) That the only express rates available (except in refrigerator boxes) to Florida shippers of strawberries are second-class, which rates when applied on strawberries, in carloads, from Florida to northern markets are unjust and unreasonable and in violation of Section 1 of the Interstate Commerce Act.

(d) That by reason of the American Railway Express Company providing express refrigerator cars for shipment of strawberries, in carloads, for Alabama, Mississippi and Louisiana to northern markets, while failing to provide such refrigerator cars for shipment of strawberries, in carload, from Florida to northern markets subjects Florida shippers of strawberries to undue prejudice, and gives undue preference and advantage to shippers of strawberries in Alabama, Mississippi and Louisiana.

(e) That by reason of the American Railway Express Company charging and collecting express charges on carload shipments of strawberries from certain producing points in the States of Alabama, Mississippi and Louisiana, to northern markets which are substantially less than the second-class rates, shippers of strawberries in Florida are unjustly discriminated against in violation of Section 3 of the

Interstate Commerce Act, and are subjected to undue and unreasonable prejudice and disadvantage in violation of said section.

(f) That the proper marketing of Florida strawberries demands express refrigerator car service to the northern markets.

Testimony was taken in this cause at Tampa on October 17, 18, 19, 20 and 21, 1921; and at New York on November 10, 11, 12 and 14, 1921. The record contains about 2000 pages. We think it was proved in this cause that the Florida growers and shippers of strawberries are being discriminated against by the Express Company in the matter of rates and furnishing facilities. Briefs were filed January 15, 1922, and the Interstate Commerce Commission is expected to hand down its decision at an early date.

3. Railroad Commissioners of Florida vs. Aberdeen & Rock Fish Railroad Company; and other railroads in the United States.

On April 15, 1921, the Interstate Commerce Commission handed down its decision in this case sustaining the contention of the Florida Railroad Commissioners that the refrigeration charges on fruits and vegetables from Florida to northern markets were unreasonably high, and also sustaining the position of the Florida Commission that the line-haul charges on vegetables, except celery, under refrigeration were unreasonable in that they do not provide in those instances where a lower minimum and higher rate apply than under ventilation for the alternative application of the same rate and minimum as under ventilation. The Federal Commission found that the transportation charges assailed by the Florida Commission were not unreasonable. On August 24, 1921, the railroads filed a petition for rehearing of said

cause in so far as the same relates to the refrigeration charges found unreasonable by the Interstate Commerce Commission, and on September 6, 1921, the Federal Commission ordered the case reopened for further hearing in this respect. Whereupon the Railroad Commissioners of Florida petitioned the Federal Commission to reopen the issue of line-haul rates which were determined against the contention of the Florida Commission in the original case. Thereupon all the issues, except as to the carload minimum on vegetables under refrigeration, were reopened for a full and complete investigation. Testimony was taken on rehearing at Jacksonville on January 18-21, 1922. Our brief was filed April 1, 1922. A decision will probably be rendered in May, 1922.

Respectfully submitted,

JAMES E. CALKINS,

Counsel.

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#### TELEPHONE DEPARTMENT.

There is no more convincing argument of the growing importance of telephone industry in the State of Florida than the increase in the number of telephone stations during the five-year period from December 31, 1915, to December 31, 1920, as shown by the following figures:

Year	No. of telephone stations as of Dec. 31st	Population of Florida	No. of telephones per 1000 of population
1915 .....	41,236	921,618	45
1916 .....	48,674	.....	..
1917 .....	50,782	.....	..
1918 .....	51,227	.....	..
1919 .....	56,002	.....	..
1920 .....	62,936	973,044	65

Reduced to a percentage basis the increase in the number of telephone stations as of December 31, 1920, over the number as of December 31, 1915, is 53%.

In 1915 it will be noted that the number of telephones per 1000 of population was 45 and in 1920 the number of telephones per 1000 of population was 65.

That the telephone business is growing at a rapid rate in this State cannot be denied—and that with this rapid growth are increasing the number of problems to be solved in financing, engineering and operating the properties. This growth has not come through canvassing for business as in ordinary commercial lines; but has forced itself on the companies as a demand for service.

Many of the Companies have been sore pressed to meet this demand, financially as well as in other ways. The Telephone Companies are just emerging from a very troublesome labor condition, and today the efficiency of the operating employees, taken as a whole, is higher than that two years ago. The labor turnover has slowed up and with it an increase in personal efficiency.

The wage schedule, however, remains more or less stationary, as at no time during the war period and after were the wage schedules in keeping with those of other industries.

Notwithstanding the large increase in the number of telephone stations, the number of complaints received by the Railroad Commissioners has fallen off considerably. It is noted, too, that the complaints received have been of a minor nature and adjustment has been made promptly and with no difficulty.

It is not intended to convey the impression that telephone service in Florida is perfect. Florida is going through a process of intensive development and expansion, and the telephone industry is having to adjust itself to this growth in improving plant and operating conditions. New capital must be provided to finance plant improvement and



expansion, and modern methods must be applied by the management to improve operating conditions. However, it is reasonable to ascribe the decrease in the number of informal complaints to the investigations and inspections conducted by our engineer during the past year. The policy of preventing telephone troubles, rather than correcting them, has proved beneficial both to the subscribers and the telephone companies.

#### INVESTIGATIONS AND INSPECTIONS OF TELEPHONE PROPERTIES.

During the month of March, April and May the telephone engineer was engaged in making an inspection of the Bell Telephone Company's properties in this State. The Bell Telephone Company operates twenty-six exchanges in this State, as follows:

Pablo Beach	Havana	Delray
Lynn Haven	Geneva	Graceville
Oviedo	Stuart	Fernandina
Micanopy	G. Cove Springs	St. Andrews
Lake City	Chipley	Panama City
DeLand	Palatka	Daytona
Gainesville	Sanford	St. Augustine
Orlando	W. Palm Beach	Key West
Pensacola	Jacksonville	

Each one of these exchanges was inspected and the wire plant and central office equipment and buildings conditioned.

The Commission's engineer was assisted in this work by three outside engineers who were employed by the Commissioners.

Following this work the engineer inspected and condi-



tioned the exchanges of the Florida Telephone Company as follows:

Branford	Mayo	O'Brien
Live Oak	White Springs	Wellborn
Jasper	Jennings	

An inspection was made of the telephone exchange of the Apopka Telephone Company at Apopka, in accordance with Order No. 718, "In the matter of requiring improvements to be made in the telephone plant in Apopka."

The improvements were found to be made as ordered and representatives of city government were interviewed; they expressed their satisfaction with the work done and the service rendered.

The telephone engineer spent the rest of this year in making inspections of telephone properties and adjusting complaints of service. The exchanges at the following towns were inspected:

New Smyrna	Titusville	Ft. Pierce
Melbourne	Vero	Lake Worth
Jensen	W. Palm Beach	Miami
Ft. Lauderdale	Dania	Homestead
Cocoanut Grove	Larkin	Winter Park
Key West	Orange City	Moore Haven
Sebring	Okeechobee	Wauchula
Bowling Green	Zolfo Springs	Clearwater
Tarpon Springs	Largo	Starke
Plant City	Callahan	Micanopy
Ocala	Gainesville	
McIntosh	Cocoa	

A return call was made to Orange City to inspect new work done in wire plant.

Telephone patrons were interviewed at the various towns where inspections were made and an opinion of the telephone service solicited. With very few exceptions favorable comments were given.

# INFORMAL APPLICATIONS—TRANSPORTATION COMPANIES.

Seaboard Air Line.	Close Lake City station summer half-holidays.	Approved.
Florida East Coast.	Discontinue winter tourist trains.	Approved.
Florida East Coast.	Seasonal closing City Point agency.	Approved.
Madison Southern.	Operate tri-weekly schedule.	Approved.
Freight Agents Assn.	Close Jacksonville station summer half-holidays.	Approved.
Atlantic Coast Line.	Summer half-holidays at certain stations.	Approved.
Seaboard Air Line.	Summer half-holidays at certain stations.	Approved.
Seaboard Air Line.	Discontinue agents meeting passenger trains on Sundays at certain stations.	Approved.
Seaboard Air Line.	Discontinue Monticello Branch trains connecting with 37-38.	Denied.
American Ry. Ex. Co.	Discontinue express messenger service A. & St. A. B. trains 2 and 3.	Denied.
Atlantic Coast Line.	Discontinue looping No. 39 into Mt. Dora May 1.	Approved to Nov. 1.
Atlantic Coast Line.	Discontinue looping No. 22 into Umatilla.	Approved to Nov. 1.
Ga. Fla. & Ala.	Discontinue Helen agency.	Approved.
Atlantic Coast Line.	Close Columbia agency.	Denied.
Louisville & Nashville.	Close Esto agency.	Denied.
Ga. Fla. & Ala.	Modification Rule 26—half holidays.	Denied.
Atlantic Coast Line.	Close permanently Altoona.	Approved.
Atlantic Coast Line.	Close permanently Lake Como.	Denied.
Atlantic Coast Line.	Close permanently Barberville.	Denied.
Atlantic Coast Line.	Close permanently Venus.	Denied.
Atlantic Coast Line.	Close permanently Samsville.	Denied.
Atlantic Coast Line.	Close permanently Istachatta.	Denied.
Atlantic Coast Line.	Close permanently Candler.	Denied.
Atlantic Coast Line.	Close permanently East Alachua.	Denied.
Atlantic Coast Line.	Close permanently Brownville.	Approved for local freight.
Atlantic Coast Line.	Close permanently Martel.	Denied.
Atlantic Coast Line.	Close temporarily Dover.	Denied.
Atlantic Coast Line.	Close temporarily Linden.	Denied.
Atlantic Coast Line.	Close temporarily Blanton.	Denied.
Atlantic Coast Line.	Close temporarily Orange Lake.	Denied.
Atlantic Coast Line.	Close temporarily Boardman.	Denied.
Tampa Northern.	Close Flivay Junction agency.	Approved June-October, inclusive.
Charlotte Harbor N.	Tri-weekly service Centralia Branch.	Approved.
Seaboard Air Line.	Abandon Tiger Bay Branch.	Approved.
Apalachicola Northern.	Move Eldorado station facilities to Dead River.	Approved.
Atlantic Coast Line.	Discontinue Wilma agency.	Approved.
Seaboard Air Line.	Discontinue trains 127-128.	Approved.
Seaboard Air Line.	Discontinue handling passengers on Sunday Trains 301-2.	Approved.
Seaboard Air Line.	Remove station building Standard.	Approved.
Seaboard Air Line.	Discontinue Trains 503-4 and extend 501-2 into Venice.	Approved.

Seaboard Air Line.  
Florida East Coast.  
Seaboard Air Line.  
L. O. P. & G. R. R.  
Seaboard Air Line.  
L. O. P. & G. R. R.  
Seaboard Air Line.  
Florida East Coast.  
Florida East Coast.  
Atlantic Coast Line.  
Atlantic Coast Line.

Close waiting rooms Madison between trains 38-39.  
Postpone opening City Point agency.  
Change schedule Plant City Branch.  
Discontinue Loughbridge Branch.  
Change schedule Fernandina-Jacksonville trains.  
Trial schedule over extension.  
Change schedule Trains 36-37-3-22-403-402-467-468-28-503.  
Discontinue Buena Vista for 1c1 freight.  
Discontinue opening Rockledge agency during tourist season.  
Close Brennen as freight flag station.  
Establish temporary agency Crooked Lake.

Approved.  
Approved.  
Approved.  
Approved.  
No objections filed.  
Approved conditionally.  
Approved.  
Approved.  
Approved.  
Approved.  
Approved tentatively.  
Approved.

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INFORMAL COMPLAINTS—TRANSPORTATION COMPANIES.

Complainant.	Address.	Defendant.	Cause.	Disposition.
Starr Lake Community. Geo. Marquard. Blanton Growers' Club. A. T. Levisconte. Centerhill Truckers' Assn	Lake Wales. Hosford. Blanton. Anona. Centerhill.	A. C. L. R. R. A. N. R. R. A. C. L. R. R. T. & G. C. R. R. Am. Ry. Ex. Co.	Establish Starr Lake as flag stop. Refusal install private siding. Stop trains 37-38 regularly at Blanton. Poor freight service. Leaving perishable shipments on platform.	Satisfied. No jurisdiction. Denied. Satisfied.
United Produce Co. Arnold Fruit Co. Citizens. Wauchula Truck Growers' Assn. Walter P. Corbett.	Jacksonville. Jacksonville. Wabasso. Wauchula. Jacksonville.	A. C. L. R. R. F. E. C. Ry. F. E. C. Ry. Am. Ry. Ex. Co. A. C. L. R. R.	Delay in transit l.c.l. shipments. Delay delivery car perishables. Petition for permanent agency. Closing office at 6 p. m. Physical condition track, Gainesville-Jacksonville. Unsanitary condition coaches.	Adjusted. Adjusted. Satisfied. Approved. Adjusted.
Porter-Judy Fruit Co.	Jacksonville.	Am. Ry. Ex. Co.	Poor pick-up service cold storage products.	Adjusted.
State Road Department.	Tallahassee.	A. C. L. R. R.	Delay shipment rock from Pineola Quarry.	Adjusted.
Arnold Fruit Co.	Jacksonville.	A. C. L., S. A. L. and F. E. C.	Delay delivery car perishables account B. O. car.	Adjusted.
State Road Department. C. J. Bryan & Co. R. M. Packard Transfer Co. Citizens. Commission.	Tallahassee. St. Andrews. Cocoa. Falmouth. Tallahassee.	A. C. L. R. R. Am. Ry. Ex. Co. Am. Ry. Ex. Co. S. A. L. Ry. Pullman Co.	Equipment for handling road material. Delay transfer Cottondale. Violation Rule 26. Proposed discontinuance of agency. Sanitary cans not provided Tallahassee.	Adjusted. Adjusted. Adjusted. No application. Corrected.
R. R. Ricou & Sons.	W. P. Beach.	Am. Ry. Ex. Co.	Refusal accept fish shipments F. E. C. No. 38.	Not express train.
B. C. Bridges. Allison Mfg. Co. R. H. Simmons. A. S. Fowler.	Coleman. Ingils. Kenansville. Bunnell.	S. A. L. Ry. Am. Ry. Ex. Co. F. E. C. Ry. F. E. C. Ry.	Hours for receipt perishable shipments. Refusal accept money shipments. Petition for small depot Illahaw. No toilet facilities Bunnell Station.	Satisfied. Adjusted. Not justified. Adjusted.

Citizens. Crenshaw Truck Co.	Ponce de Leon. Coleman.	L. & N. R. R. S. A. L. Ry.	Changing office hours. Discontinuance daily service for handling perishables.	Adjusted. Adjusted.
Chamber of Commerce. Gadsden Board of Trade. Commission. H. S. McKenzie.	Lake Worth. Quincy. Tallahassee. Palatka.	F. E. C. Ry. F. F. & A. R. R. S. A. L. Ry. A. C. L. R. R.	Violation Rule 26. Unsanitary day coaches Quincy Br. Rebuilding station facilities Campville. Discontinuance caretaker and regular stop at Huntington.	Adjusted. Adjusted. Satisfied. Satisfied.
S. L. Johnson et al. Chase & Co.	Crawford. Sanford.	G. S. & F. R. R. A. C. L. R. R.	Establish Keens as flag stop. Office hours for receipt of freight at Tampa.	Tri-weekly stop ordered. Adjusted.
Florida Amusement Co. J. H. Drummond.	Manatee. St. Andrews.	E. & W. C. R. R. A. & St. A. B. R. R.	Movement of show car. Failure to operate excursion trains into St. Andrews.	Adjusted. Adjusted.
B. B. Barco. W. T. Walker. Chas. H. Bateman. Carroll Dunscombe. Commission. Lisbon Mercantile Co. Commission. C. J. Durling. J. L. Wilson. Wm. R. Coulter. Seals & Webster.	Ozona. Eau Gallie. McIntosh. Stuart. Tallahassee. Lisbon. Tallahassee. Starke. Bradentown. Bronson. Jacksonville.	A. C. L. R. R. F. E. C. Ry. A. C. L. R. R. F. E. C. Ry. S. A. L. Ry. A. C. L. R. R. A. C. L. and T. & G. T. & J. R. R. Am. Ry. Ex. Co. S. A. L. Ry. S. A. L. Ry.	Change name Sutherland to Ozona. Closing siding. Mishandling shipment empty bottles. Discontinuing dray track. Failure file time table Florida Division. Surfacing approaches to dray track. Interchange of traffic. Failure to move car melons. Extension of delivery limits. Change in passenger train schedule. Including Saturday half-holiday in free time.	Interstate, no jurisdiction. No jurisdiction. Adjusted. Satisfied. Satisfied. Satisfied. Satisfied. Adjusted. Adjusted. Satisfied. Satisfied.
C. J. Butler. H. W. Mizell. S. S. Philbrick.	Tallahassee. Clara. Perry.	A. C. L. R. R. A. C. L. R. R. L. O. P. & G.	Breaking physical connection Capitola. Construction private side track. Delayed passenger trains. Unsanitary coaches.	Satisfied. Satisfied. Subject contract.
Tampa Wholesale Grocers. Commission.	Tampa. Tallahassee.	S. A. L. and A. C. L. G., F. & A. R. R.	Bills lading stamped "Goods received in rain." Use of freight cars on passenger trains.	Adjusted. Satisfied.
Commission. Chamber of Commerce.	Tallahassee. Montverde.	A. & St. A. B. R. R. A. C. L. R. R.	Pass issued to maid of officer's wife. Refusal accept shipments routed T. & G.	Adjusted. Order cancelled.
Commission. F. T. Rutland. Auburndale Pharmacy.	Tallahassee. Sumterville. Auburndale.	S. A. L. Ry. S. A. L. Ry. A. C. L. R. R.	Drainage platform Tallahassee. Freight train schedule. Agent meeting train 89.	Adjusted. Adjusted. Adjusted.



INFORMAL COMPLAINTS—TRANSPORTATION COMPANIES.—Continued.

Complainant.	Address.	Defendant.	Cause.	Disposition.
L. S. Brown. Citizens. Citizens. Commission.	Jennings. O'Brien. Campville. Tallahassee.	G. S. & F. and S. A. L. A. C. L. R. R. S. A. L. Ry. S. A. L. Ry.	Connection Lake City. Toilet facilities O'Brien. Station facilities—rebuilding. Shed over loading platform—Tallahassee.	Open. Satisfied. Satisfied. Satisfied.
Citizens.	Line of Road.	S. A. L. Ry.	Improved passenger train service Inverness-Cedar Key.	Earnings insufficient.
L. W. Blanton.	Perry	L. O. P. & G.	Delayed train service—Violation Rule 11.	Adjusted.
Commission. Geo. L. Taylor. B. F. Tillghast. T. F. Newman.	Tallahassee. Archer. Crescent City. Tallahassee.	Gulf Coast R. R. S. A. L. and A. C. L. A. C. L. R. R. L. & N. et al.	Failure file monthly reports. Lighting depot Archer. Delayed freight shipments. Unsanitary condition station River Junction.	Satisfied. Satisfied. Open. Adjusted.
A. H. Brown. L. D. Drewry. Citizens. Automotive Dealers' Association. Z. Sprink.	Pinemount. Seabreeze. Ortega. Miami. Leesburg.	A. C. L. R. R. Am. Ry. Ex. Co. A. C. L. R. R. F. E. C. Ry. A. C. L. R. R.	Apportioning cost industry track. Inattention agent Daytona. Petition to establish as flag station.	Adjusted. Adjusted. Open.
State Road Department.	Tallahassee.	A. C. L. R. R.	Provide end door unloading platform. Through bills of lading Croom to Joyner's Landing.	Satisfied. Adjusted.
S. A. Culbreath.	Gretna.	S. A. L. Ry.	Classification old lumber as knock-down house.	Adjusted.
Citizens. Bradentown Board of Trade.	Lake Stearns. Bradentown.	A. C. L. R. R. S. A. L. and T. S.	Agent not supplied with necessary tariffs. Petition for agency station.	Adjusted. Open.
City Council. O. F. Weigel. City Council.	Crystal River. St. Augustine. Gainesville.	A. C. L. R. R. Am. Ry. Ex. Co. A. C. L. and F. E. C.	Physical connection. Petition install electric lights in depot. Failure agent to furnish receipt. Connection A. C. L. 78 and F. E. C. 101 at Palatka.	Withdrawn. Satisfied. Satisfied.
R. K. Elliott. Citizens. L. D. Drewry.	Mayo. Cross City. Seabreeze.	L. O. P. & G. R. R. A. C. L. R. R. Am. Ry. Ex. Co.	Delayed connection Mayo Junction. Improved station facilities. Declining shipment fruit.	Satisfied. Adjusted. Open. Adjusted.

City of Leesburg.	Leesburg.	S. A. L. Ry.	Repairs to depot.	Adjusted.
Citizens.	Inverness.	S. A. L. Ry.	Restoration trains 121-122.	Earnings insufficient.
C. C. Fuqua.	Hilliard.	A. C. L. R. R.	Building industry track.	Assistance given.
Carroll Dunscombe.	Stuart.	F. E. C. Ry.	Requiring information concerning ship- ments made by consignee's agent.	No jurisdiction.
Bell & Bates Hdw. Co.	Quincy.	S. A. L. Ry.	Require delivery as per bill of lading.	Adjusted.
W. E. Knight.	Bunnell.	D. C. Ry.	Overcharge on shipment.	Industry road.
Chamber of Commerce.	Palatka.	G. S. & F.	Require road to participate in use of union depot.	Dropped.
Southern Nurserymen's Association.	Monticello.	Am. Ry. Ex. Co.	Proposed embargo on trees.	Satisfied.
J. L. Howe Bros.	Rochelle.	A. C. L. R. R.	Contract for construction of industry track.	No jurisdiction.
E. R. Ensey.	Eden.	Am. Ry. Ex. Co.	Leaving shipments on platform.	Satisfied.
J. P. Scott.	Nichols.	S. A. L. Ry.	Non-delivery prepaid freight at Nich- ols.	Open.
E. R. Ensey.	Eden.	Am. Ry. Ex. Co.	Maintaining office at Eden.	Satisfied.
Property Owners' Assn.	Palm Beach.	Am. Ry. Ex. Co.	Establishing delivery service winter season.	Satisfied.
T. H. Prevatt.	Seville.	A. C. L. R. R.	Free time on iced cars.	Adjusted.
Chase & Co.	Jacksonville.	A. C. L. R. R.	Rough switching fruit shipments.	Adjusted.
Bay Shore Investment Co.	Miami.	F. E. C. Ry.	Demolish station building Lemon City.	Open.
C. L. C. Brunner et al.	Hilliard.	Am. Ry. Ex. Co.	Agent no meeting certain trains.	Adjusted.
Istachatta Growers' League.	Istachatta.	A. C. L. R. R.	Hard-surfaced approaches to loading track.	Satisfied.
M. D. Daniels.	Indrio.	Am. Ry. Ex. Co.	Establish agency at Walton.	Satisfied.
Citizens.	Fernandina.	S. A. L. Ry.	Restoration former passenger train schedule.	Open.
D. F. Crawford.	Tallahassee.	S. A. L. Ry.	Unsanitary colored waiting room.	Open.
DeSoto County Chamber of Commerce.	Arcadia.	A. C. L., C. H. & N. E. & W. C.	Joint passenger station.	Open.
Claude L. Minter.	Leesburg.	A. C. L. R. R.	Closing ditch causing overflow of land.	Open.
T. R. Hodges.	Cedar Key.	S. A. L. Ry.	Connection at Baldwin.	Satisfied.
Z. Graham.	Kendrick.	A. C. L. R. R.	Delayed freight shipments from Gaines- ville.	Open.
W. M. Hinson.	Hinson.	G., F. & A. R. R.	Freight not protected in station.	Open.
F. Marsh Soper.	Palatka.	A. C. L. R. R.	Station facilities Francis.	Toilets ordered.
W. L. Coulter et al.	Bronson.	S. A. L. Ry.	Change schedule No. 21.	Denied.
J. H. Harp.	Crescent City.	G. S. & F. R. R.	Arbitrary action of agent at Jasper.	Open.

*Salaries and Expenses of the Railroad Commission for  
the Year Ended December 31, 1921.*

*Salaries—*

Three Commissioners .....	\$10,679.35	
Secretary .....	2,199.96	
Counsel .....	3,750.00	
Special Inspecting Engineer....	142.50	
Telephone Engineer .....	2,269.98	
Rate Expert .....	2,499.96	
Statistician (special) .....	128.75	
Stenographer .....	1,225.55	
Janitor .....	480.00	\$23,376.05

*Traveling Expenses—*

Three Commissioners .....	2,506.06	
Counsel .....	912.17	
Special Inspecting Engineer....	91.21	
Rate Expert .....	830.11	
Telephone Engineer .....	1,470.75	\$ 5,810.30

*Legal Expenses—*

Court costs, testimony, witnesses, etc. ....	\$ 952.89	
For Solicitor, in matter of valuation of Railroads, under Act of Congress (1921-1922) .....	600.00	\$ 1,552.89

*Other Expenses—*

Stationery, office supplies and ex- penses .....	\$ 977.70	
Permanent furniture and fixtures	348.00	

## Printing:

General .....	\$ 335.34	
Annual Report ....	1,612.30—	\$ 1,947.64
Freight, drayage and express.....	22.18	
Telephone rental, tolls and tele-grams .....	295.92	
Postage .....	641.60—	\$ 4,233.04
Grand total .....		<u>\$34,972.28</u>

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### CLAIMS PAID THROUGH COMMISSION.

The Commissioners have authority to enforce the collection of overcharge claims on shipments moving wholly between points in the State of Florida that are not more than two years old, and under this authority the following claims were handled to a conclusion during the fiscal year ending February 28, 1922:

I. W. Phillips & Co., Tampa, Fla., overcharge on car of brick from Roux, Fla., to Dade City, Fla., paid January 28, 1921, \$18.79.

James S. Moody, Tampa, Fla., claim against the American Railway Express Company for loss on shipment of cantaloupes. Mr. Moody complained that he was unable to have his papers in this claim returned to him by the Express Company. We handled with the Express Company, and papers were returned on January 3rd, 1921.

Duval Planing Mill Company, Jacksonville, overcharge on a shipment of kitchen cabinets and moulding, from Jacksonville to Mountain Lake, Fla. This claim arose through error in classification. Claim paid in January, 1922, amount \$89.82.



P. L. Cosgrove, Jr., Key West, Fla. This was a claim for an amount incurred in unloading an automobile at Gould, Fla. The shipment was less than carload, and the railroad agent refused to unload it. The amount Mr. Cosgrove had to pay for performing this service was refunded on February 9, 1921, \$8.25. It is the duty of carriers to load and unload less than carload freight.

Gamble & Stockton Co., Jacksonville, Fla., overcharge on car of brick from Jacksonville to Fort Myers, Fla., paid February, 1921, amount \$6.00.

Florida Freight Audit Company, overcharge on shipment of flour from Tampa to Jacksonville, Fla. This was a case where the Claim Agent of the A. C. L. Railroad undertook to apply the Southern Classification to a shipment moving between points in Florida. Claim paid, January 17, 1921, amount unknown.

Goethe Lumber Company, Sapp, Fla., overcharge in demurrage, paid January, 1921, amount \$2.00.

Florida Freight Audit Company, Jacksonville, Fla., overcharge on shipment of household goods from Tampa to Jacksonville. This is another case where the Claim Agent of the Atlantic Coast Line undertook to use Southern Classification on a shipment moving between points on Florida. Claim paid December 16, 1921, \$18.07.

N. P. Cauthen, Brooksville, Fla. Claim against the Seaboard Air Line Railway. After continued correspondence, settlement of this claim was secured February 18, 1921, amount, \$305.19.

Johnson Electric Company, Orlando, Fla., claim for breakage in shipment of electric bulbs, from Jacksonville to Orlando. The Express Company took the position that



these bulbs might have been broken prior to receipt by them, and declined payment. This was such a revolutionary stand that the Commissioners undertook to handle this claim, although it was for damage. After some correspondence we convinced the Express Company that the position taken by them was untenable, and claim was authorized February 26, 1921, amount, \$27.00.

Sweetwater Mills, Gainesville, Fla., overcharge on car of salt from Gainesville to Mayo, Fla. Paid February 23rd, 1921, \$32.83.

G. F. Andrews, Lamont, Fla., overcharge on syrup from Quitman, Ga., to Sirmans, Fla. This was an interstate movement, but the application of the rate was so erroneous that the Commissioners undertook to handle same, in order that future shipments might be correctly assessed. Claim paid March 8, 1921, amount, \$8.07.

N. P. Summers, High Springs, Fla. Claim against American Ry. Express Company, account of shipment that was forwarded on one bill of lading being split in transit, resulting in increased charges. This is an error that is frequently occurring, and shippers should advise the Commissioners of all such cases coming under their observation. Paid March, 1921, 27c.

Voyle Brothers, Gainesville, Fla. Claim for loss of one steel barrel. Claim paid March 10, 1921, amount, \$49.69.

W. G. Campbell, Havana, Fla., overcharge on household goods from Ashmore, Fla., to Havana, Fla. The agent at forwarding point was sick, and the goods were forwarded on a memorandum waybill. Charges were assessed on basis of a carload, when as a matter of fact the weight of the shipment was only 3,067 pounds. Claim paid January 27, 1921, amount, \$12.94.

Edmund C. Wimer, Jacksonville, Fla., overcharge in storage charges on baggage at Jacksonville Terminal Station. Claim paid March 10, 1921, amounts, 28c.

B. F. Haviland, shipment of lumber from Sorrento to Jacksonville. Claim handled for account of Jacksonville Wholesale Lumbermen's Association. Basis of claim, erroneous assessment of penalty demurrage. Claim paid in March, 1921, amount, \$50.00.

O. F. Schlensker, Thomasville, Ga., overcharge on one tractor from Ocklocknee to Southport, Fla. Claim paid March 28, 1921, amount, \$41.67.

Chase & Co., Sanford, Fla. Claim against the Seaboard Air Line Railway for failure to divert Erie car 110490, crate material from Oneco to Wimauma, Fla. Claim was for extra freight that accrued on account of failure to divert. Paid April, 1921.

W. Lacy Boyd, Gainesville, Fla. Overcharge on tractor from Gainesville to Bartow, Fla. Claim paid April 19, 1921, \$7.64.

Harold Bachman, West Palm Beach, Fla. Excess surcharge collected on the movement of the Million Dollar Band between points in the State of Florida. Claim paid April, 1921, \$151.96.

Crystal River Crate Company, Crystal River, Fla. Overcharge on shipments of crate material to Clearwater, Fla. Claim paid May 4, 1921, amount, \$22.82.

E. M. Thomas, Starke, Fla. Refund of amounts covering transit on oranges, in field boxes, at Apopka, Fla. Paid April 18, 1921, amount, \$285.84.

E. R. B. Kite, Gainesville, Fla. Overcharge on Mill Machinery to Gainesville, Fla. Paid May, 1921, \$186.51.

G. M. Smith, Seabreeze, Fla. Claim for loss account of non-delivery of one barrel of apples. Paid June 9, 1921, \$4.75.

Florida Freight Audit Company, Jacksonville, Fla. Claim for overcharge on shipments moving from Jacksonville to Kemp, Fla. This claim involved the application of the Commission's Freight Rule 18, and was based on the fact that the published rate of the carrier was in excess of the maximum rates of the Commission. Paid June 17, 1921.

Geo. MacKay & Co., Ocala, Fla. Claim for overcharge on car of sewer pipe from Ocala to Sanford, Fla. The agent at Ocala undertook to assess the rate on terra cotta pipe to this car of sewer pipe. Claim paid June 17, 1921, amount, \$61.20.

W. B. Maull, Jacksonville, Fla. Claim covering a car of oranges and grapefruit shipped to A. Bergman, Jacksonville, Fla., which was delivered upon a written order from J. H. Burke without the surrender of bill of lading. Paid June 7, 1921, amount, \$265.00.

London-Savannah Naval Stores Company, Pensacola, Fla. Claim for erroneous forwarding of a shipment of barrels from River Landing, Fla., to Rock Bluff, Fla. Paid July, 1921, amount, \$10.39.

The A. L. Wilson Company, Quincy, Fla. The Wilson Company requested the Commissioners to assist them in securing the return of claim papers covering the loss of one bale of sheeting. It seems they could neither get the claim paid or the papers returned. After some correspondence

with the Seaboard Air Line Railway this claim was paid in full in July, 1921, amount, \$188.86.

Stewart Hardware Company, Melbourne, Fla. Claim against F. E. C. Railway for loss of desk. Paid July 7, 1921, \$40.02.

Liberty Motor Company, Bristol, Fla. Overcharge on shipment of automobiles. Paid July, 1921, amount, \$50.00.

D. W. McArthur, Montbrook, Fla. Overcharge on shipment of hampers to Chase & Co., Sanford, Fla. Paid May, 1921, amount, \$19.15.

Florida Freight Audit Company, Jacksonville, Fla. Overcharge on shipments from Jacksonville to Steen and Tidewater, Fla. The basis for these claims was that the carrier published no specific rates to these points, but included in the tariff a note providing that the intermediate rule of the carriers be applied. This made the rates higher than the maximum scale of the Commission. We advised the General Freight Agent of the Atlantic Coast Line, as follows:

“The tariff rates are based on the maximum scale of the Commission, and rates to all points should be figured on actual mileage, and not increased above the maximum scale, applied to actual mileage, by the use of a tariff rule, which is in violation of Rule 18 of the Freight Rules of the Commission.”

These claims were paid August 18th, 1921, on the basis outlined above.

I. W. Phillips & Co., Tampa, Fla. Overcharge on car brick from Roux, Fla., to Port Richey, Fla. Paid September 12, 1921, \$19.44.

N. P. Cauthen, Brooksville, Fla. Claim for loss of one barrel of syrup between Dade City and Brooksville, Fla. Paid April 14, 1921, amount, \$50.80.

Dr. R. L. Kennedy, Malone, Fla. Claim for overcharge on shipment of household goods from Loughbridge, Fla., to Malone, Fla. Paid June 4, 1921. Amount, \$34.32.

Love & Hearin Company, Quincy, Fla. Claim for loss of one barrel of syrup, shipped from Mount Pleasant, Fla., to Jacksonville, Fla. Paid December 6, 1921, amount, \$13.97.

J. A. Barry, Tallahassee, Fla. Overcharge on household goods from Nichols, Ga., to Tallahassee, Fla. Paid August 24, 1921, amount, \$40.75.

Grand Total, \$2,101.47.

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#### ORDERS ENTERED.

ORDER NO. 723,  
FILE NO. 4012-A.

IN THE MATTER OF AMENDMENT OF RULE NO.  
26 OF SECTION 3, "RULES GOVERNING THE  
TRANSPORTATION OF FREIGHT BY COMMON  
CARRIERS IN THE STATE OF FLORIDA."

On this day the said matter coming on for further and final consideration before said Commissioners in regular session at their office in the city of Tallahassee, Florida, and it appearing that agency forces of carriers are by law on a basic eight-hour day and to require agencies to remain open a greater length of time each day for the reception



and delivery of freight imposes a penalty on the carriers, of which they may be relieved without impairment of proper and necessary service to the public; therefore,

It is CONSIDERED, ORDERED AND ADJUDGED by said Commissioners that Rule 26 of Section 3, Rules Governing the Transportation of freight by common carriers in the State of Florida be, and is hereby, amended to read as follows:

"26. At all their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignee (Sundays and legal holidays excepted) between the hours of 8 o'clock A. M., and 5 o'clock P. M.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published national census, the agent may take an intermission of one hour for dinner."

Effective May 1, 1921.

ORDER NO. 724,  
FILE NO. 4108.

IN THE MATTER OF RECEIPT OF BAGGAGE FOR  
TRANSPORTATION BY RAILROAD AT THE  
UNION STATION IN JACKSONVILLE, FLA.

On this day the said matter coming on for further and final consideration before said Commissioners in regular session at their office in the city of Tallahassee, Florida, and it appearing to said Commissioners from the evidence adduced at said hearing, that the practice of the Jacksonville Terminal Company of honoring the baggage claim checks issued by the Jacksonville Baggage and Cab Company, and in refusing to honor baggage claim checks issued by other persons or companies engaged in the trans-

fer business at Jacksonville, Florida, actually results and operates as an unreasonable and unjust discrimination against persons or passengers sending their baggage to the Union Station of the Jacksonville Terminal Company by persons or companies other than the said Jacksonville Baggage and Cab Company; and it further appearing to said Railroad Commissioners that said discrimination should be abated for the good of the traveling public; and it further appearing to said Commissioners, from the evidence, adduced at said hearing, that they should, for the good of the traveling public, make and promulgate a rule regulating the reception of baggage for transportation by railroad at the Union Station of the Jacksonville Terminal Company in the city of Jacksonville, Florida.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida that the Jacksonville Terminal Company cease and desist from the practice of refusing to honor baggage claim checks issued to persons or passengers by other transfer companies than the Jacksonville Baggage and Cab Company.

And it is further CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida that the Jacksonville Terminal Company, for the good and convenience of the traveling public, shall, upon application to it, provide and issue for a reasonable charge and in sufficient numbers to all persons and companies duly licensed by law to do a transfer business in the city of Jacksonville, Florida, triplicate stub form baggage claim checks in serial numbers for use in the transfer and delivery of baggage to the Union Station of the Jacksonville Terminal Company at Jacksonville, Florida, the first and last stubs of such baggage claim checks to contain suitable blank lines for filling in the name of the baggage transfer company or person conveying the baggage to the said station, the second or middle stub to contain

suitable blank lines for the entry of gross weight of baggage, date and hour of receipt, and condition of baggage when received, all of said stubs to bear the same number; and the said Jacksonville Terminal Company shall receive at its said station for transportation all baggage to which there is attached together the first and middle stubs of such baggage claim check, and on the receipt of such baggage in order to expedite the checking of same the middle stub shall be removed from such baggage and delivered to the checking clerk at the checking window, which middle stub shall be the checking clerk's authority for checking the passenger's baggage, and upon the presentation of the duplicate claim check bearing the same number, accompanied by a proper railroad ticket, to the said Jacksonville Terminal Company at its said Union Station, the said Jacksonville Terminal Company shall without further identification of baggage check such baggage to its destination.

It is further ORDERED that this order shall become effective on the 1st day of June, 1921.

It is further ORDERED that this docket shall remain open for such further and other order in the premises as may be justified, jurisdiction being retained for that purpose.

May 5, 1921.

ORDER NO. 725,  
FILE NO. 4108.

IN THE MATTER OF RECEIPT OF BAGGAGE FOR  
TRANSPORTATION BY RAILROAD AT THE  
UNION STATION IN JACKSONVILLE, FLORIDA.

1. Whereas, the Railroad Commissioners of the State of Florida, on the 5th day of May, 1921, made and entered their certain Order No. 724, in the matter of receipt of baggage for transportation by railroad at the Union Station in Jacksonville, Florida; and whereas the meaning

of Section 6, of said Order No. 724, might be construed to mean that the said Railroad Commissioners intended to require the Jacksonville Terminal Company to honor for identification purposes the baggage claim checks issued by all transfer companies whether or not such companies provide themselves with baggage claim checks under Section 7, of said Order No. 724, when said Commissioners only intended to require the Jacksonville Terminal Company to honor for identification purposes the baggage claim checks issued and used as provided in and by Section 7, of said Order No. 724; now therefore to remove any uncertainty as to the meaning of Section 6, of said Order No. 724.

2. It is ORDERED that Section 6, of said Order No. 724, in the matter of receipt of baggage for transportation by railroad at the Union Station in Jacksonville, Florida, be, and is hereby, amended so as to read as follows:

6. Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida, that the said Jacksonville Terminal Company be, and it is hereby, notified and required to cease and desist from practicing the unjust and unreasonable discrimination in this order found to exist, by fully complying with the rule made and promulgated in Section 7, of this order, for the reception of baggage at said Union Depot in Jacksonville, Florida.

3. It is further ORDERED that said Order No. 724 is amended only in the particular set forth in Section 2, of this order.

June 14, 1921.



ORDER NO. 726,  
FILE NO. 4172.

IN THE MATTER OF THE APPLICATION OF THE  
SEABOARD AIR LINE RAILWAY COMPANY TO  
DISCONTINUE ITS AGENCY STATION AT HOUS-  
TON, FLORIDA.

On this day the said matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, do find from the evidence adduced before them that they ought to permit said railroad to discontinue its agency station at Houston, Florida, provided said company furnish a caretaker for said station and maintain an agency there during the watermelon season each year; wherefore,

It is ordered, effective September 1, 1921, that the Seaboard Air Line Railway Company be, and it is hereby, authorized to discontinue its agency at Houston, Florida, and make said point a prepay station; provided said petitioning company furnish a caretaker for said station, and maintain an agency station at said point during the watermelon shipping season of each year.

Aug. 27, 1921.

ORDER No. 727.  
FILE No. T-373.

IN THE MATTER OF TELEPHONE RATES OF THE  
MARIANNA TELEPHONE EXCHANGE AT MARI-  
ANNA, FLORIDA.

On this day the said matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, do find from the evidence taken and submitted that the rates now being charged by the Marianna Telephone Exchange are unauthorized and are unjust and unreasonable.



Wherefore, it is ORDERED by the Railroad Commissioners of the State of Florida that the following schedule of rates for telephone service at Marianna by the Marianna Telephone Exchange, be, and the same is hereby, allowed and prescribed as the maximum rates and charges, viz.:

Character of Service.	Rate Allowed.		
Business 1 party.....	\$3.50	per	month
Business Duplex .....	2.50	"	"
Business Extension .....	1.00	"	"
Residence 1 party.....	2.50	"	"
Residence Duplex .....	2.00	"	"
Residence Extension .....	1.00	"	"
Rural telephones .....	3.50	"	"
Desk equipment (in addition to regular rate) .....	.25	"	"

#### CHARGES FOR MOVES AND CHANGES.

Moving stations from one location to another in the same room.....	1.00
Moving stations from one location to another in the same building.....	2.00
Moving stations from one building to another .....	3.00

#### DEPOSIT REQUIREMENT.

A deposit requirement of \$3.50 is required from each new subscriber to be forfeited in the event the subscriber surrenders telephone before the expiration of the term for which subscriber contracts; but in the event subscriber retains telephone connection for the period contracted for, the deposit of \$3.50 will be returned to said subscriber or credited to his account; three months being the minimum

period for which contract for service will be executed, but no collection of rentals for more than one month shall be made in advance.

The above deposit is to be required only in cases where a telephone has to be installed, and does not apply where a telephone is already in place, nor does it apply to extensions. Where the full contract rate is paid at the time of the application for telephone, the deposit for installation shall not be required.

#### SEASON RATES.

Season rates are based on service for a period of not less than three months, and are the regular monthly rates plus 50 per cent. thereof, with the privilege to the subscriber of changing the season contract to an annual contract upon notice. Where a season contract is changed to an annual contract, and the full annual contract rate has been paid, service will be rendered for the remainder of the year without further payment. Where the full season contract rate is paid at the time of the application for telephone, the deposit requirement for installation will not apply.

It is further ORDERED that the rates hereby prescribed shall become effective on the 1st day of September, 1921, and to continue until lawfully changed; and the Marianna Telephone Exchange is hereby required to file its schedule of rates with the Commissioners in accordance herewith on or before the tenth day of September, 1921.

Aug. 29, 1921.

ORDER NO. 728,  
FILE NO. 4187.

IN THE MATTER OF THE ERECTION OF A JOINT  
PASSENGER OR UNION DEPOT AT COTTON-  
DALE, FLORIDA.

On this day the said matter coming on for further and final consideration, and the said Railroad Commissioners being fully advised in the premises, do find that the Railroad Commissioners of Florida on the 22d day of March, 1912, ordered the erection and maintenance at Cottondale, Florida, by said railroad companies, of a joint passenger station; that said joint passenger station was erected by said railroad companies during the year of 1912 and maintained as such until about the 25th day of March, 1921, when said station was completely destroyed by fire; that since said fire the only depot accommodations furnished to passengers at Cottondale has been two improvised freight cars set off to one side of the railroad tracks; that notwithstanding the fact that more than five months have elapsed since said depot was destroyed the said railroad companies have made no visible attempt to erect a new depot at Cottondale; that the lines of railroad of said companies intersect at the said town of Cottondale, the line of the Louisville & Nashville Railroad Company running east and west, and the line of the Atlanta & St. Andrews Bay Railway Company running north and south; that each of said companies is engaged in transporting passengers from and to the said town of Cottondale to and from other points in the State of Florida; that said town is the connection point at which passengers traveling from points on one of the said lines to points on the other of said lines are transferred, and that many passengers are transferred daily from one of the said lines to the other aforesaid lines; that for the proper accommodation of the traveling public the said Louisville & Nashville Railroad Company

and the said Atlanta & St. Andrews Bay Railway Company ought to be required to rebuild, erect, operate and maintain a joint passenger station at said town to replace the station destroyed by fire in March, 1921; that said station should be located on the site of the old depot; that the waiting rooms and platforms of said station should be of the dimensions and said station should be furnished with the conveniences, as hereinafter set forth; and that sheds should be constructed in connection with said station as hereinafter described in the mandatory part of this order.

Wherefore it is ORDERED by the Railroad Commissioners of the State of Florida, that the Louisville & Nashville Railroad Company and the Atlanta & St. Andrews Bay Railway Company shall erect, operate and maintain, on the site of the old union depot destroyed by fire in March, 1921, a joint passenger station at Cottondale, Florida, and said joint passenger station shall contain and be provided with the following:

(a) Station platforms and baggage room of no less dimensions than is shown by that certain blue print of the foundation and floor plans of the proposed passenger station for Cottondale prepared by the Chief Engineer of the Louisville & Nashville Railroad Company and filed in evidence in this cause at the hearing held at Cottondale on August 22, 1921.

(b) Separate waiting rooms and ticket windows for the white and colored races the waiting room for white persons to contain not less than 800 square feet of floor space, and the waiting room for colored persons to contain not less than 600 square feet of floor space.

(c) A suitable shed or covering of not less than 250 feet in length (including length of depot from east to west) and of sufficient width, shall be erected and maintained contiguous to said depot, and adjacent and parallel to the track of the Louisville & Nashville Railroad



Company, for the purpose of protecting from rains the entraining and detraining passengers.

(d) A suitable shed or covering of not less than 100 feet in length (including length of depot from north to south), and of sufficient width, shall be erected and maintained contiguous to said depot, and adjacent and parallel to the track of the Atlanta & St. Andrews Bay Railway Company, for the purpose of protecting from rains the entraining and detraining passengers.

It is further ORDERED that said station building and sheds shall be adequately illuminated with lights of suitable power and efficiency during the night time, and that all other facilities and conveniences necessary and suitable for the proper accommodation of passengers shall be provided.

It is further ORDERED that the said railroad companies shall submit to the said Railroad Commissioners within fifteen days from the date of this order, for the approval of said Commissioners, plans for the said proposed joint passenger station prepared in accordance with this order.

It is further ORDERED that the work of constructing said proposed joint station shall commence soon as practicable after the approval by said Commissioners of said plans, and said station shall be fully completed and in operation within ninety days from the date said Commissioners approve the plans for the erection of said joint passenger station.

It is further ORDERED that this docket shall remain open for such further and other orders in the premises as may be justified, jurisdiction being retained for that purpose.

Sept. 2, 1921.



ORDER NO. 729,  
FILE NO. 4185.

IN THE MATTER OF TOILET FACILITIES AT THE  
DEPOT OF THE SEABOARD AIR LINE RAILWAY  
AT BRONSON, FLORIDA.

Whereas, it appeared to said Commissioners that the Seaboard Air Line Railway Company had, prior to the date assigned for said hearing, provided suitable toilet facilities at said station.

It is ORDERED that said complaint be, and it is hereby, dismissed.

Sept. 20, 1921.

ORDER NO. 730,  
FILE NO. 4179.

IN THE MATTER OF PHYSICAL CONNECTION BE-  
TWEEN THE ATLANTIC COAST LINE RAILROAD  
COMPANY AND THE TAVARES & GULF RAIL-  
ROAD COMPANY AT WINTER GARDEN, FLOR-  
IDA.

On this day the said matter coming on for further consideration before said Railroad Commissioners in regular session at their office in the city of Tallahassee, Florida; and said Commissioners being fully advised in the premises, do find from the sworn evidence regularly adduced before them at said hearing, that the Atlantic Coast Line Railroad Company and the Tavares & Gulf Railroad Company are railroad companies serving the city of Winter Garden, Florida, that their lines are of the same gauge, and their railroad right-of-ways are parallel and contiguous to each other in said city of Winter Garden; and that the said Railroad Commissioners ought to require the At-

lantic Coast Line Railroad Company and the Tavares & Gulf Railroad Company, as railroad common carriers, to make physical connection with each other's lines at Winter Garden, Florida.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida, that the said Atlantic Coast Line Railroad Company and the Tavares & Gulf Railroad Company be, and they are hereby, required, ordered and directed to jointly construct such switches, sidetracks and connections at Winter Garden, Florida, as will enable them to transport cars to and from each other's lines at said point.

It is further ORDERED that the physical connection herein directed to be made at Winter Garden, Florida, by said railroads, shall be completed by the 18th day of November, 1921.

Oct. 18, 1921.

ORDER NO. 730-A,  
FILE NO. 4005.

IN THE MATTER OF THE APPLICATION OF THE GULF COAST RAILWAY FOR AN ORDER RESCINDING ORDER NO. 629, AND AUTHORIZING DISCONTINUANCE OF THE STATIONS OF VENICE AND MANASOTA, AND TO CEASE OPERATIONS AS A COMMON CARRIER UNDER THE RULES OF THE FLORIDA RAILROAD COMMISSIONERS.

It is ORDERED by said Commissioners that their Order No. 629, prescribing rates for said railroad, be, and is hereby, rescinded, and that said railroad be, and it is hereby, authorized to discontinue its stations at Venice and at Manasota; and it is further ORDERED, in so far as this Commission has jurisdiction, that said railroad may cease

operations as a common carrier under the rules of the Railroad Commissioners of the State of Florida.

This order shall become effective on the 1st day of December, 1921.

This Commission specifically calls the attention of the applicant to paragraph 18, Section 1, of the Interstate Commerce Act wherein it is provided that:

"No carrier by railroad subject to this Act shall abandon all or any portion of a line of railroad, or the operation thereof, unless and until there shall first have been obtained from the (Interstate Commerce) Commission a certificate that the present or future public convenience and necessity permit of such abandonment."

And if the Gulf Coast Railway has been engaged in the interstate transportation of passengers or property within the meaning of the Interstate Commerce Act, and it is desired to discontinue operations or abandon all or any portion of said line it will be necessary for said railroad to apply to the Interstate Commerce Commission for a certificate that the present or future public convenience and necessity permit of such discontinuance or abandonment.

Nov. 18, 1921.

ORDER NO. 731.

FILE NO. 4106.

IN RE: APPLICATION OF THE PULLMAN COMPANY TO CONTINUE IN EFFECT RATES FOR ACCOMMODATION IN SLEEPING AND PARLOR CARS AUTHORIZED BY ORDER NO. 693.

The applicant, the Pullman Company, asks authority for a continuance of Order No. 693, of April 29, 1920, author-

izing rates for accommodation in sleeping and parlor cars, contained in Special Supplement No. 1, to F. R. C. No. 5.

It is therefore ordered that the applicant be and is hereby authorized to continue in effect the rates authorized in our Order No. 693 of April 29, 1920, for accommodation in sleeping and parlor cars, until, but not after, the 1st day of January, 1923, unless sooner cancelled, amended or extended by further order, jurisdiction being retained. December 1, 1921.

ORDER NO. 732.

FILE NO. 370.

IN THE MATTER OF THE APPLICATION OF THE  
FLORIDA TELEPHONE COMPANY TO INCREASE  
ITS TELEPHONE RATES IN THE STATE OF  
FLORIDA.

On this day the said matter coming on for further and final consideration before said Commissioners in regular session at their office in the City of Tallahassee, Florida; and the said Commissioners being fully advised in the premises, do find from the evidence regularly adduced before them at said hearings that they ought to grant the application of the said Florida Telephone Company.

Wherefore, it is ORDERED by the said Commissioners that the following schedule of maximum rates for telephone service furnished by the Florida Telephone Company at the various exchanges, respectively, as hereinafter set forth, be and is hereby authorized, to-wit:

## BRANFORD FLORIDA.

(Within City Limits)

Wall Telephones.	Rates Authorized Per Month
Business, 1 party .....	\$ 3.00
Business, 2 party .....	2.50
Residence, 1 party .....	2.25
Residence, 2 party .....	2.00
Residence, 4 party .....	1.75
Extension .....	1.00
Desk Telephones, add.....	.25

(Outside City Limits)

*Wall Telephones—Four Party and More.*

	Rates Authorized Per Month
Five Miles or Less from City Limits—	
Business .....	\$ 3.00
Residence .....	2.50
More than Five Miles from City Limits—	
Business .....	3.50
Residence .....	3.00
Desk telephones, add.....	.25
Switching Farm Stations.....	1.00
Desk Telephones, add.....	.25

The applicant is given permission to establish from Branford a rate of 10c to O'Brien and 25c to Live Oak, for three minute messages.



## JASPER, FLORIDA.

(Within City Limits)

Wall Telephones.	Rates Authorized Per Month
Business, 1 party .....	\$ 3.00
Business, 2 party .....	2.50
Residence, 1 party .....	2.25
Residence, 2 party .....	2.00
Residence, 4 party .....	1.75
Extension .....	1.00

(Outside City Limits)

*Wall Telephones—Four Party and More.*

	Rates Authorized Per Month
Five Miles or Less from City Limits—	
Business .....	\$ 3.00
Residence .....	2.50
More than Five Miles from City Limits—	
Business .....	3.50
Residence .....	3.00
Desk Telephones, add.....	.25
Switching Farm Stations.....	1.00

## JENNINGS, FLORIDA.

(Within City Limits)

Wall Telephones.	Rates Authorized Per Month
Business, 1 party .....	\$ 3.00
Business, 2 party .....	2.50
Residence, 1 party .....	2.25
Residence, 2 party .....	2.00
Residence, 4 party .....	1.75
Extension .....	1.00
Desk Telephones, add.....	.25

## (Outside City Limits)

*Wall Telephones—Four Party and More.*

	Rates Authorized
Five Miles or Less from City Limits—	Per month
Business .....	\$ 3.00
Residence .....	2.50
More than Five Miles from City Limits—	
Business .....	\$ 3.50
Residence .....	3.00
Desk Telephones, add.....	.25
Switching Farm Stations.....	1.00

## MAYO, FLORIDA.

## (Within City Limits)

Wall Telephones.	Rates Authorized
	Per Month
Business, 1 party .....	\$ 3.00
Business, 2 party .....	2.50
Residence, 1 party .....	2.25
Residence, 2 party .....	2.00
Residence, 4 party .....	1.75
Extension .....	1.00
Desk Telephones, add.....	.25

## (Outside City Limits)

*Wall Telephones—Four Party and More.*

	Rates Authorized
Five Miles or Less from City Limits—	Per month
Business .....	\$ 3.00
Residence .....	2.50
More than Five Miles from City Limits—	
Business .....	\$ 3.50

Residence .....	3.00
Desk Telephones, add.....	.25
Switching Farm Stations.....	1.00

## O'BRIEN, FLORIDA.

(Within City Limits)

## Rates Authorized

## Wall Telephones.

## Per Month

Business, 1 party .....	\$ 3.00
Business, 2 party .....	2.50
Residence, 1 party .....	2.25
Residence, 2 party .....	2.00
Residence, 4 party .....	1.75
Extension .....	1.00
Desk Telephones, add.....	.25

(Outside City Limits)

*Wall Telephones—Four Party and More.*

## Rates Authorized

## Five Miles or Less from City Limits—

## Per month

Business .....	\$ 3.00
Residence .....	2.50

## More than Five Miles from City Limits—

Business .....	\$ 3.50
Residence .....	3.00
Desk Telephones, add.....	.25
Switching Farm Stations.....	1.00

The applicant is given authority to establish from O'Brien a rate of 10c to Branford, 20c to Live Oak and 30c to Wellborn, for three minute messages.

## WELLBORN, FLORIDA.

(Within City Limits)

Wall Telephones.	Rates Authorized Per Month
Business, 1 party .....	\$ 3.00
Business, 2 party .....	2.50
Residence, 1 party .....	2.25
Residence, 2 party .....	2.00
Residence, 4 party .....	1.75
Extension .....	1.00
Desk Telephones, add.....	.25

(Outside City Limits)

*Wall Telephones—Four Party and More.*

	Rates Authorized Per month
Five Miles or Less from City Limits—	
Business .....	\$ 3.00
Residence .....	2.50
More than Five Miles from City Limits—	
Business .....	\$ 3.50
Residence .....	3.00
Desk Telephones, add.....	.25
Switching Farm Stations.....	1.00

The applicant is given authority to establish from Wellborn a rate of 15c to Live Oak and 30c to O'Brien, for three minute messages.

## WHITE SPRINGS, FLORIDA.

(Within City Limits)

Wall Telephones.	Rates Authorized Per Month
Business, 1 party .....	\$ 3.00
Business, 2 party .....	2.50
Residence, 1 party .....	2.25
Residence, 2 party .....	2.00

Residence, 4 party .....	1.75
Extension .....	1.00
Desk Telephones, add.....	.25

(Outside City Limits)

*Wall Telephones—Four Party and More.*

	Rates Authorized
Five Miles or Less from City Limits—	Per month
Business .....	\$ 3.00
Residence .....	2.50
More than Five Miles from City Limits—	
Business .....	\$ 3.50
Residence .....	3.00
Desk Telephones, add.....	.25
Switching Farm Stations.....	1.00

# LIVE OAK, FLORIDA.

(Within City Limits)

Wall Telephones.	Rates Authorized
	Per Month
Business, 1 party .....	\$ 3.50
Business, 2 party .....	3.00
Residence, 1 party .....	2.50
Residence, 2 party .....	2.25
Residence, 4 party .....	2.00
Extension .....	1.00
Desk Telephones, add.....	.25

(Outside City Limits)

*Wall Telephones—Four Party and More.*

	Rates Authorized
Five Miles or Less from City Limits—	Per month
Business .....	\$ 3.00
Residence .....	2.50



More than Five Miles from City Limits—

Business .....	\$ 3.50
Residence .....	3.00
Desk Telephones, add.....	.25
Switching Farm Stations.....	1.00

It is further ORDERED that the said applicant is given authority to make Miscellaneous Rates and Rules affecting service in the exchanges of Branford, Jasper, Jennings, Live Oak, Mayo, O'Brien, Wellborn and White Springs, as follows:

MISCELLANEOUS RATES.

*Charges for Moves and Changes.*

Moving station from one location to another in same room .....	\$1.00
Moving station from one location to another in same building .....	2.00
Moving station from one building to another.....	3.00

*Joint User Rate.*

	Per Month
Business .....	\$1.50
Residence .....	1.00
Rural .....	1.00

*Private Branch Exchange Rates.*

	Per Month
Trunk Lines .....	\$ 3.50
Each Wall Telephone.....	1.00
Each Desk Telephone.....	1.25
One Position Switch Board.....	3.00
Ringling Current .....	1.00

*Miscellaneous Equipment and Service.*

Extension Gong .....	\$ .50
Extension Bell .....	.25
Auxiliary Receiver .....	.15
Extra Listing .....	.25

*Miscellaneous Rates Outside Exchange Area.*

One, Two and Four Party line service shall be furnished at exchange rate plus 42c monthly per  $\frac{1}{4}$  mile or fraction thereof to be prorated between stations on line. Mileage to be computed on air line measurements.

*Farmer Line Service.*

When the subscribers own their lines and equipment and maintain same up to the exchange the rate of charge shall be \$10.00 per month for each line so connected payable monthly in advance with a maximum of ten stations on each line.

*Slots.*

For the convenience of subscriber in paying cash toll, coin slot machines will be rented at 25c per month.

*Deposit Requirement.*

A deposit of \$3.50 is required from each new subscriber to be forfeited in the event the subscriber surrenders telephone before the expiration of the term for which subscriber contracts, but in the event subscriber retains telephone connection for the period contracted for, the deposit of \$3.50 will be returned to said subscriber or credited to his account, three months being the minimum period for which contract for service will be executed, but no

collection of rentals for more than one month shall be made in advance.

The above deposit is to be required only in cases where a telephone has to be installed, and does not apply where a telephone is already in place, nor does it apply to extensions. Where the full contract rate is paid at the time of the application for telephone the deposit for installation shall not be required.

#### *Season Rates.*

Season rates are based on service for a period of not less than three months, and are the regular monthly rates plus 50 per cent. thereof, with the privilege to the subscriber of changing the season contract to an annual contract upon notice. Where a season contract is changed to an annual contract, and the full annual contract rate has been paid, service will be rendered for the remainder of the year without further payment. Where the full season contract rate is paid at the time of the application for telephone the \$3.50 deposit required for installation shall not be exacted.

#### *Temporary Suspension.*

When the residence or business place of a subscriber is closed and telephone not disconnected a reduction in charge for the telephone service during the time service is discontinued will be allowed upon the following conditions:

- (a) Upon written request of the subscriber.
- (b) Suspension for a period of not less than one month and not to exceed four months.
- (c) Charge for service during suspended period will be one-half the schedule rate.
- (d) Charge for service during suspension must be collected in advance.

*Annual Payments.*

Discount of 10% will be allowed for annual payments for exchange service after expiration of first annual contract.

*Rules Affecting Rates and Service.*

1. Bills for service are rendered monthly.
2. Bills are payable in advance on or before the 10th of the month at office of Company.
3. Service is discontinued if not paid before the 10th day of each month it becomes due.

It is further ORDERED that the rates and charges hereby authorized shall become effective on the 1st day of January, 1922, and that the said applicant shall file its said revised schedule of rates, charges and rules within ten days after the effective date hereof.

It is further ORDERED that this docket shall remain open for such further and other order in the premises as may be justified, jurisdiction being retained for that purpose.

Dec. 6, 1921.

ORDER NO. 733,  
FILE NO. 3721.

IN THE MATTER OF PHYSICAL CONNECTION BETWEEN THE ATLANTIC COAST LINE RAILROAD COMPANY AND THE TAMPA & GULF COAST RAILROAD COMPANY AT CLEARWATER, FLORIDA.

On this day the said matter coming on for further consideration, and it appearing to said Commissioners that no notice has been received by them from the Mayor of Clearwater, or any other interested party, signifying the



intention of the City of Clearwater, or any of its citizens, to proceed further in the matter; wherefore it is ORDERED that said application be and is hereby dismissed.  
Dec. 6, 1921.

ORDER NO. 734,  
FILE NO. 4080.

IN THE MATTER OF THE INVESTIGATION TO DETERMINE WHETHER THE TAMPA SOUTHERN RAILWAY COMPANY IS UNDER THE MANAGEMENT OR CONTROL OF THE ATLANTIC COAST LINE RAILROAD COMPANY; AND WHETHER SAID TWO CONNECTING LINES SHOULD, FOR THE PURPOSE OF TRANSPORTATION, BE CONSIDERED AS CONSTITUTING ONE AND THE SAME RAILROAD.

On this day the said matter coming on for further and final consideration before said Commissioners in regular session at their office in the city of Tallahassee, Florida, and said Commissioners having considered the sworn annual report of the said Atlantic Coast Line Railroad Company and the evidence given at the hearing held in Tampa, Florida, on September 24, 1921, do find:

(a) That the Atlantic Coast Line Railroad Company and the Tampa Southern Railway Company are connecting railroads in the State of Florida.

(b) That the Atlantic Coast Line Railroad Company owns all the stock of the Tampa Southern Railway Company, which fact is admitted by the Atlantic Coast Line Railroad Company in its sworn annual report for 1920, and also by statements under oath of officials of said railroad company at said hearing held in Tampa, Florida, on the 24th day of September, 1921.



(c) That the Tampa Southern Railway Company is under the management and control of the Atlantic Coast Line Railroad Company.

Wherefore it is ORDERED that the lines of railway of said Atlantic Coast Line Railroad Company and the said Tampa Southern Railway Company, for the purpose of transportation, in applying their schedules of freight rates for the transportation of freight wholly within this State, be considered as constituting one and the same railroad, and that the rates shall be computed as upon parts of one and the same railroad, according to the provisions of Rule 1 of the "Rules Governing the Transportation of Freight" prescribed by the said Railroad Commissioners, and not as joint rates.

And it is further ORDERED that the freight rates heretofore prescribed and now in effect for the Atlantic Coast Line Railroad Company shall apply to the said Tampa Southern Railway Company.

And it is further ORDERED that this order shall take effect on the 1st day of January, 1921.

Dec. 6, 1921.

ORDER NO. 735,  
FILE NO. 4176.

IN THE MATTER OF THE APPLICATION OF THE  
ATLANTIC COAST LINE RAILROAD COMPANY TO  
INCREASE ITS RATES TO BASIS OF ITS MILE-  
AGE SCALE ON FREIGHT BETWEEN TAMPA,  
FLORIDA, AND PALMETTO, BRADENTOWN,  
SARASOTA AND ELLENTON, FLORIDA.

On this day the said matter coming on for further and final consideration in regular session at their office in the city of Tallahassee, Florida, and the said Commissioners being fully advised in the premises do find from the evidence that they ought not to grant the said application of

the Atlantic Coast Line Railroad Company. Wherefore it is ORDERED that the said application be and is hereby denied.

Dec. 6, 1921.

ORDER NO. 736,  
FILE NO. 4184.

IN THE MATTER OF THE APPLICATION OF THE SEABOARD AIR LINE RAILWAY COMPANY TO INCREASE ITS RATES TO BASIS OF ITS MILEAGE SCALE ON FREIGHT BETWEEN TAMPA, FLORIDA, AND CERTAIN POINTS ON ITS LINE BETWEEN TURKEY CREEK AND VENICE, FLORIDA.

On this day the said matter coming on for further and final consideration in regular session at their office in the city of Tallahassee, Florida, and the said Commissioners being fully advised in the premises do find from the evidence that they ought not to grant the said application of the Seaboard Air Line Railway Company.

Wherefore it is ORDERED that said application be and is hereby denied.

Dec. 7, 1921.

ORDER NO. 737,  
FILES NOS. T-372- T-372-A- T-372-B.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE GENERAL SCHEDULES OF RATES AND CHARGES FOR THE SERVICES FURNISHED BY THE SOUTHERN BELL TELEPHONE & TELEGRAPH COMPANY WITHIN THE STATE OF FLORIDA.

1. On application of the Southern Bell Telephone &

Telegraph Company to increase its toll and exchange rates and charges for services furnished by it within the State of Florida, the Railroad Commissioners of the State of Florida gave written notice that on the 15th day of November, 1920, at 10 o'clock A. M., they would be in session in their hearing room at Tallahassee, Florida, to hear and consider the applicant's petition and such other matters as may properly arise in the premises.

2. Pursuant to said notice the above entitled cause came on for hearing before said Commissioners at the time and place set forth in said notice, and then and there appeared Hunt Chipley, Vice-President and Counsel; J. M. B. Hoxsey, First Vice-President; J. E. Jagoe, Assistant to First Vice-President, and David Laird, General Manager, all appearing for the Southern Bell Telephone & Telegraph Company; and at said time and place there also appeared; R. W. Pearman, Jr., Secretary of the Sanford Chamber of Commerce; Eugene Masters, City Manager of the City of St. Augustine, Florida; George G. Herring, City Attorney of the city of Sanford, Florida; J. W. Roddenberry of the St. Augustine Board of Trade; and A. H. King, attorney, appearing for the people of Jacksonville, Florida.

3. And at said time and place said Commissioners heard and took the testimony of witnesses given under oath, and heard all parties desiring to be heard; and then and there said Commissioners announced that they had no evidence before them except the evidence submitted by the applicant company, and while there was no reason to believe that the evidence offered by the telephone company was not true, nevertheless the Commissioners would not grant any increases in the telephone rates and charges of the telephone company in the State of Florida until an audit was had by the Expert Accountant and Analyst of the Commission of the books and records of the applicant and an examination made by the Telephone Engineer of the

Commission of its physical properties; and said Commissioners did then and there recess the hearing pending such audit and examination and made announcement that an adjourned hearing date would be set as soon as such audit and examination was completed.

4. That on the 11th day of May, 1921, the said Commissioners gave written notice to all interested parties that the Commissioners' audit of the books and records of the applicant company and the examination of its properties had been completed, and that on Wednesday, May 18, 1921, at 10 o'clock A. M., the said Commissioners would be in session at their office in the city of Tallahassee, Florida, to resume the hearing of the above entitled cause; and pursuant to said notice of resumption of hearing said cause came on to be further heard before said Commissioners at the time and place stated in said notice, and then and there appeared J. M. B. Hoxsey, First Vice-President, and Hunt Chipley, Counsel, appearing for the Southern Bell Telephone & Telegraph Company; and at said time and place there also appeared: George G. Herring, City Attorney of Sanford, Florida; John B. Jones, City Attorney of Pensacola, Florida; P. R. Perry, Mayor of St. Augustine, Florida; W. A. Bours, Chairman, Committee of Public Affairs, City Council, Jacksonville, Florida; Senator M. O. Overstreet, representing the Orlando Chamber of Commerce; E. H. Slappy and L. B. Allen of the Gadsden County Board of Trade; Dr. B. C. Harrell and Claude Herring, representing the city of Havana, Florida.

5. And on the said 18th day of May, 1921, at said place said Commissioners heard and took the testimony under oath of J. M. B. Hoxsey on behalf of the applicant telephone company; and also took the testimony under oath of C. W. Hillman, accountant and statistician, and A. B. Greene, Telephone Engineer, for said Commissioners; and



heard all parties desiring to be heard; and took said matter under advisement.

6. That on the 23d day of November, 1921, the Southern Bell Telephone & Telegraph Company made formal application to said Commissioners for assignment of said cause for oral argument upon the evidence submitted; whereupon said Commissioners entered their order assigning said case for argument December 8, 1921, at 10 o'clock A. M., in the hearing room of the Commissioners at Tallahassee, Florida, and gave public written notice thereof to all parties interested.

7. That on the 8th day of December, 1921, at 10 o'clock A. M., in the hearing room of the said Commissioners at Tallahassee, Florida, said cause came on for oral argument before said Commissioners, and then and there appeared Hunt Chipley, Counsel, and P. O. Knight, attorney for the applicant company; George G. Herring, City Attorney of Sanford, Florida; Louie W. Strum, Assistant City Attorney of the city of Jacksonville, Florida, and John B. Jones, City Attorney for the city of Pensacola, Florida; all of whom made arguments before said Commissioners; and after hearing all parties desiring to be heard said Commissioners took said cause under consideration.

8. And now on this day the said cause coming on for further and final consideration before said Commissioners in regular session at their office in the city of Tallahassee, Florida; and the said Commissioners being fully advised in the premises, do find from the evidence regularly adduced before them at said hearing that the rate of return to the applicant on its total 1920 average investment in Florida is 2-64/100%, and that said rate of return is unreasonably low.

9. Wherefore it is ORDERED by said Commissioners as follows:



## EXCHANGE RATES

(a) That the following schedules of maximum exchange rates and charges for telephone service furnished by the Southern Bell Telephone & Telegraph Company (hereinafter referred to as the Telephone Company) at its various exchanges, respectively, in the State of Florida, be and is hereby authorized to-wit:

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PABLO BEACH, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized</i>
	Per Month
Business 1 Party, Flat Rate.....	\$4.00
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.50
Residence 4 Party, Flat Rate.....	2.00
Residence Extension .....	1.00

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DELRAY, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized</i>
	Per Month
Business 1 Party, Flat Rate.....	\$3.25
Business 2 Party, Flat Rate.....	2.75
Business 4 Party, Flat Rate.....	2.25
Business Extension .....	1.00

Residence 1 Party, Flat Rate.....	\$2.00
Residence 2 Party, Flat Rate.....	1.75
Residence 4 Party, Flat Rate.....	1.50
Residence Extension .....	1.00

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## GENEVA, FLORIDA

### SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized</i> Per Month
Business 1 Party, Flat Rate.....	\$3.25
Business 2 Party, Flat Rate.....	2.75
Business 4 Party, Flat Rate.....	2.25
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.00
Residence 2 Party, Flat Rate.....	1.75
Residence 4 Party, Flat Rate.....	1.50
Residence Extension .....	1.00

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## GRACEVILLE, FLORIDA

### SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized</i> Per Month
Business 1 Party, Flat Rate.....	\$3.25
Business 2 Party, Flat Rate.....	2.75
Business 4 Party, Flat Rate.....	2.25
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.00
Residence 2 Party, Flat Rate.....	1.75
Residence 4 Party, Flat Rate.....	1.50
Residence Extension .....	1.00

## HAVANA, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$3.25
Business 2 Party, Flat Rate.....	2.75
Business 4 Party, Flat Rate.....	2.25
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.00
Residence 2 Party, Flat Rate.....	1.75
Residence 4 Party, Flat Rate.....	1.50
Residence Extension .....	1.00

## LYNN HAVEN, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$3.25
Business 2 Party, Flat Rate.....	2.75
Business 4 Party, Flat Rate.....	2.25
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.00
Residence 2 Party, Flat Rate.....	1.75
Residence 4 Party, Flat Rate.....	1.50
Residence Extension .....	1.00

## OVIEDO, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized</i> Per Month
Business 1 Party, Flat Rate.....	\$3.25
Business 2 Party, Flat Rate.....	2.75
Business 4 Party, Flat Rate.....	2.25
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.00
Residence 2 Party, Flat Rate.....	1.75
Residence 4 Party, Flat Rate.....	1.50
Residence Extension .....	1.00

## STUART, FLORIDA.

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized</i> Per Month
Business 1 Party, Flat Rate.....	\$3.25
Business 2 Party, Flat Rate.....	2.75
Business 4 Party, Flat Rate.....	2.25
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.00
Residence 2 Party, Flat Rate.....	1.75
Residence 4 Party, Flat Rate.....	1.50
Residence Extension .....	1.00

## MICANOPY, FLORIDA

## SUBSCRIBERS' STATION SERVICE.

<i>Wall Telephone</i>	<i>Rates Authorized</i> Per Month
Business 1 Party, Flat Rate.....	\$3.60
Business 2 Party, Flat Rate.....	3.00
Business 4 Party, Flat Rate.....	2.40
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.40
Residence 2 Party, Flat Rate.....	1.80
Residence 4 Party, Flat Rate.....	1.50
Residence Extension .....	1.00

## ST. ANDREWS, FLORIDA

## SUBSCRIBERS' STATION SERVICE.

<i>Wall Telephone</i>	<i>Rates Authorized</i> Per Month
Business 1 Party, Flat Rate.....	\$3.60
Business 2 Party, Flat Rate.....	3.00
Business 4 Party, Flat Rate.....	2.40
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.40
Residence 2 Party, Flat Rate.....	1.80
Residence 4 Party, Flat Rate.....	1.50
Residence Extension .....	1.00



## CHIPLEY, FLORIDA

## SUBSCRIBERS' STATION SERVICE.

<i>Wall Telephone</i>	<i>Rates Authorized</i>
	<i>Per Month</i>
Business 1 Party, Flat Rate.....	\$3.90
Business 2 Party, Flat Rate.....	3.30
Business 4 Party, Flat Rate.....	2.70
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.40
Residence 2 Party, Flat Rate.....	2.10
Residence 4 Party, Flat Rate.....	1.80
Residence Extension .....	1.00

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 FERNANDINA, FLORIDA

## SUBSCRIBERS' STATION SERVICE.

<i>Wall Telephone</i>	<i>Rates Authorized</i>
	<i>Per Month</i>
Business 1 Party, Flat Rate.....	\$3.90
Business 2 Party, Flat Rate.....	3.30
Business 4 Party, Flat Rate.....	2.70
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.40
Residence 2 Party, Flat Rate.....	2.10
Residence 4 Party, Flat Rate.....	1.80
Residence Extension .....	1.00

## GREEN COVE SPRINGS, FLORIDA

## SUBSCRIBERS' STATION SERVICE.

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$3.90
Business 2 Party, Flat Rate.....	3.30
Business 4 Party, Flat Rate.....	2.70
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.40
Residence 2 Party, Flat Rate.....	2.10
Residence 4 Party, Flat Rate.....	1.80
Residence Extension .....	1.00

## LAKE CITY, FLORIDA

## SUBSCRIBERS' STATION SERVICE.

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$3.90
Business 2 Party, Flat Rate.....	3.30
Business 4 Party, Flat Rate.....	2.70
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.40
Residence 2 Party, Flat Rate.....	2.10
Residence 4 Party, Flat Rate.....	1.80
Residence Extension .....	1.00

## PANAMA CITY, FLORIDA

## SUBSCRIBERS' STATION SERVICE.

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$3.25
Business 2 Party, Flat Rate.....	2.75
Business 4 Party, Flat Rate.....	2.25
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.00
Residence 2 Party, Flat Rate.....	1.75
Residence 4 Party, Flat Rate.....	1.50
Residence Extension .....	1.00

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 DELAND, FLORIDA

## SUBSCRIBERS' STATION SERVICE.

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$4.55
Business 1 Party, Inward.....	3.00
Business 2 Party, Flat Rate.....	3.90
Business 4 Party, Flat Rate.....	3.25
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.90
Residence 2 Party, Flat Rate.....	2.60
Residence 4 Party, Flat Rate.....	2.25
Residence Extension .....	1.00

## PALATKA, FLORIDA

## SUBSCRIBERS' STATION SERVICE.

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$4.15
Business 1 Party, Inward.....	2.75
Business 2 Party, Flat Rate.....	3.25
Business 4 Party, Flat Rate.....	3.00
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.50
Residence 2 Party, Flat Rate.....	2.25
Residence 4 Party, Flat Rate.....	2.00
Residence Extension .....	1.00

## DAYTONA, FLORIDA

## SUBSCRIBERS' STATION SERVICE.

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$5.00
Business 1 Party, Inward.....	3.00
Business 2 Party, Flat Rate.....	4.35
Business 4 Party, Flat Rate.....	3.75
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	3.10
Residence 2 Party, Flat Rate.....	2.50
Residence 4 Party, Flat Rate.....	2.15
Residence Extension .....	1.00

## GAINESVILLE, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$4.00
Business 1 Party, Inward.....	2.50
Business 2 Party, Flat Rate.....	3.50
Business 4 Party, Flat Rate.....	3.00
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.50
Residence 2 Party, Flat Rate.....	2.00
Residence 4 Party, Flat Rate.....	1.75
Residence Extension .....	1.00

## SANFORD, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$4.50
Business 1 Party, Inward.....	2.75
Business 2 Party, Flat Rate.....	4.00
Business 4 Party, Flat Rate.....	3.50
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.65
Residence 2 Party, Flat Rate.....	2.15
Residence 4 Party, Flat Rate.....	1.90
Residence Extension .....	1.00



## ST. AUGUSTINE, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized</i> Per Month
Business 1 Party, Flat Rate.....	\$4.00
Business 1 Party, Inward.....	2.50
Business 2 Party, Flat Rate.....	3.50
Business 4 Party, Flat Rate.....	3.00
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.50
Residence 2 Party, Flat Rate.....	2.00
Residence 4 Party, Flat Rate.....	1.75
Residence Extension .....	1.00

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 ORLANDO, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized</i> Per Month
Business 1 Party, Flat Rate.....	\$4.00
Business 1 Party, Inward.....	2.50
Business 2 Party, Flat Rate.....	3.50
Business 4 Party, Flat Rate.....	3.00
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	2.50
Residence 2 Party, Flat Rate.....	2.00
Residence 4 Party, Flat Rate.....	1.75
Residence Extension .....	1.00

## WEST PALM BEACH, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$5.00
Business 1 Party, Inward.....	3.00
Business 2 Party, Flat Rate.....	4.35
Business 4 Party, Flat Rate.....	3.75
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	3.10
Residence 2 Party, Flat Rate.....	2.50
Residence 4 Party, Flat Rate.....	2.15
Residence Extension .....	1.00

## PALM BEACH, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$6.25
Business 1 Party, Inward.....	3.00
Business 2 Party, Flat Rate.....	5.60
Business 4 Party, Flat Rate.....	5.00
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	4.15
Residence 2 Party, Flat Rate..	3.45
Residence 4 Party, Flat Rate.....	3.10
Residence Extension .....	1.00

## KEY WEST, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$5.40
Business 1 Party, Inward.....	3.00
Business 2 Party, Flat Rate.....	4.80
Business 4 Party, Flat Rate.....	4.20
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	3.30
Residence 2 Party, Flat Rate.....	2.70
Residence 4 Party, Flat Rate.....	2.40
Residence Extension .....	1.00

## PENSACOLA, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized Per Month</i>
Business 1 Party, Flat Rate.....	\$5.00
Business 1 Party, Inward.....	2.50
Business 2 Party, Flat Rate.....	4.50
Business 4 Party, Flat Rate.....	3.50
Business Extension .....	1.00
Residence 1 Party, Flat Rate.....	3.00
Residence 2 Party, Flat Rate.....	2.50
Residence 4 Party, Flat Rate.....	2.00
Residence Extension .....	1.00

## JACKSONVILLE, FLORIDA

## SUBSCRIBERS' STATION SERVICE

<i>Wall Telephone</i>	<i>Rates Authorized</i> Per Month
Business 1 Party, Flat Rate.....	\$7.00
Business 1 Party, Inward.....	3.50
Business 2 Party, Flat Rate.....	5.75
Business 4 Party, Flat Rate.....	4.50
Business Extension .....	1.00
Business 1 Party, Message Rate 100-3c.....	4.50
Residence 1 Party, Flat Rate.....	4.25
Residence 2 Party, Flat Rate.....	3.25
Residence 4 Party, Flat Rate.....	2.50
Residence Extension .....	1.00
Residence 1 Party, Message Rate 100-3c.....	3.50

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 DESK TELEPHONE EQUIPMENT

(b) That the present additional charge of 25c per month for desk telephone equipment at each and every exchange of the Telephone Company in the State of Florida be and is hereby continued.

 CLASSIFICATION OF TOLL SERVICE AND TOLL  
RATES AND CHARGES

(c) That the application of the Telephone Company to classify its toll telephone service according to its proposed classification, and to increase its toll rates and charges within the State of Florida be and is hereby denied; and the schedules of toll rates and charges now in effect and on file with this Commission shall continue as its maximum rates and charges.

## MILEAGE CHARGES

(d) That the application of the Telephone Company to increase its mileage charges applying in connection with main stations or private branch exchange systems which are located outside the base rate area, but within the exchange area, be, and is hereby, denied; and the mileage charges and method of computing same now in effect and on file with this Commission shall continue.

## PRIVATE BRANCH EXCHANGE SERVICE

(e) That the proposed revision in rates of Private Branch Exchange Service be and is hereby denied with the following exception, and the rates applying to such service now in effect and on file with this Commission shall continue as the maximum rates, except the rates on trunk lines, which is authorized as follows:

*Class A. Systems.*

## Trunk Lines:

## Flat Rate,

Both-way, each.....1-1/2 Ind. Line Bus. or Res. rate

Inward, each.....3/4 Ind. Line Bus. or Res. rate

## Message rate,

## Both-way only, each

In exchanges quoting individual line message rates:

Commercial .....Ind. Line Bus. Msg. rate

Residence .....Ind. Line. Res. Msg. rate

*Class B. Systems.*

## Trunk Lines:

## Flat Rate,

Both-way, each...1-1/2 Ind. Line Bus. or Res. rate

Inward, each .....3/4 Ind. Line Bus. or Res. rate



## Message Rate:

Both-way only, each

In exchanges quoting individual line message rates:

Commercial.....Ind. Line Bus. Msg. rate

*Class D. Systems.*

## Trunk Lines:

Flat Rate,

Both-way, each...1-1/2 Ind. Line Bus. or Res. rate

Inward, each ..... 3/4 Ind. Line Bus. or Res. rate

## Message Rate:

Both-way only, each,

In exchanges quoting individual line message rates:

Business .....Ind. Line Bus. Msg. rate

Residence .....Ind. Line Res. Msg. rate

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FARMERS' LINE AND FARMERS' EXCHANGE  
STATIONS

(f) That the application of the Telephone Company to revise and increase its Farmers' Line and Farmers' Exchange Station Rates and Charges be and is hereby allowed as follows:

*A. General.*

1. Farmers or others located in sparsely settled rural communities may, in joint association, arrange with the Telephone Company to connect their stations with a central office or toll station of the Telephone Company. The Telephone Company does not undertake to provide the facilities for the rendering of telephone service in such com-

munities on account of the extraordinary expense involved.

2. To meet the various conditions in different communities, the Telephone Company offers four different methods of connection with its systems, classified as follows:

- (a) CLASS A—Service station line directly connected with a central office.
- (b) CLASS B—Service station line directly connected with a toll station.
- (c) CLASS C—Service station switchboard connected with a central office.
- (d) CLASS D—Service station switchboard connected with a toll station.

3. Contracts for Class A and Class C service stations are executed by a company, association or individual, who are directly responsible to the Telephone Company for all accounts. Contracts for Class B and Class D service stations are executed by the toll agent, who is responsible to the Telephone Company for all charges for toll messages.

4. Contracts for Class A and Class C service stations are taken for a minimum period of one year. Contracts for Class B and Class D service stations are taken for the unexpired term of the toll station contract and expire contemporaneously therewith.

5. Except in special cases, contracts will not be accepted where the circuits extend more than twelve miles from the central office or toll station with which such circuits are to be connected.

6. In connection with Class A and Class C service stations, the Telephone Company provides the pole line and circuits from the central office to an agreed upon junction

point at the boundary of the base rate area or the corporate limits in case the corporate limits extend outside the base rate area. In connection with Class B and Class D service stations, the Telephone Company provides the pole line and circuits from the central office to the toll station.

7. Pole line and circuits beyond the limits specified above are furnished, owned and maintained by the subscribers, except that if facilities are available, circuits may be leased from the Telephone Company at \$5.00 per annum per quarter mile or fraction thereof, route measurement. All leased circuits are maintained by the Telephone Company, except that any expense, incurred by the Telephone Company in the maintenance of such leased circuits, because of the condition of the subscriber's portion of the line, is charged to the subscriber. Where space is available subscribers' circuits may be attached to the Telephone Company's poles as specified under "Pole Line Attachments."

8. Station equipment is furnished owned and maintained by the subscribers.

9. All charges, except toll message charges, are payable quarterly in advance. Toll message charges are billed monthly in arrears.

10. Listings of service stations are furnished as specified under "Directory Listings."

#### *B. Class A Service Stations.*

1. The local service area to Class A service station subscribers is the same as to other subscribers of the exchange with which the service station lines are connected.

2. No stations are connected between the point of connection and the Telephone Company's central office.

3. Flat rate service is furnished at a rate for each station of one-sixth of the rate applicable for individual line business service within the base rate area, the minimum rate per station being 75c per month and the minimum rate per line being \$4.50 per month. If there are less than six stations connected to one line, the rate for each station is the rate for six stations divided by the number of stations connected to the line.

*C. Class B Service Stations.*

1. Switching apparatus for connecting the service station line with the Telephone Company's toll line is furnished and maintained by the Telephone Company without additional charge.

2. No charge is made for switching calls from the Telephone Company's toll line to the service station line. Subscribers are required to arrange at their expense, with the Telephone Company's toll agent for the switching of calls from the service station line to the Telephone Company's toll line or to other service station lines terminating at the toll station.

3. All Class B service stations take the same toll rates as the toll station to which such stations are connected.

*D. Class C Service Stations.*

1. The local service area to Class C service station subscribers is the same as to other subscribers of the exchange with which such service station subscribers are connected.

2. The switchboard to which Class C stations are connected is furnished and maintained by the subscribers.

3. Flat rate service is furnished at a rate for each both-way trunk line of twice the individual line business flat rate applicable within the base rate area, the minimum rate being \$9.00 per month for each such trunk line. Trunk lines to be used for one-way service from the Telephone Company's central office are not furnished.

4. In the application of toll rates, Class C service station switchboards are treated as toll points for messages beyond the local service area for the exchange with which such switchboards are connected and take their own toll rates instead of the toll rates of the Telephone Company's exchange.

*E. Class D Service Stations.*

1. Switching apparatus for connecting the service station line with the Telephone Company's toll line is furnished by the Telephone Company without additional charge.

2. The switchboard to which Class D service stations are connected is furnished and maintained by the subscribers.

3. No charge is made for switching calls from the Telephone Company's toll line to the service station line. Subscribers are required to arrange at their own expense, with the Telephone Company's toll agent, for the switching of calls from the service station line to the Telephone Company's toll line or to other service station lines terminating at the toll station.

4. All Class D service stations take the same toll rates



as the toll station to which such stations are connected, except where the switchboards are located at a distance from the toll station. In such cases, the service station switchboards are treated as toll points for messages beyond the toll station and take their own toll rates instead of the toll rates of the toll station.

### SHORT TERM SERVICE

(g) That the application of the Telephone Company to change its short term service contracts at Daytona, Pablo Beach, St. Augustine, West Palm Beach, Delray and Stuart, Florida, from a three-months to a six-months period be and is hereby authorized as follows:

Contracts for individual line and party line service may be taken for a short term period of six months.

Contracts for extension stations may be taken for a short term period of six months.

All charges for service, equipment and facilities except for additional local messages and toll messages are payable in advance of the establishment of service.

The charge for the short term period is  $1\frac{1}{2}$  times the monthly rate quoted in the Local Exchange Tariff for the class of exchange service furnished and  $1\frac{1}{2}$  times the monthly rate quoted in the General Exchange Tariff for any additional equipment or facilities which may be contracted for by the subscriber.

Subscribers to pre-applied-for short term service may, if desired, arrange for the continuance of service beyond the short term period. In such cases a deposit is collected as prescribed under "Deposits" and a new contract is

taken effective as of the date of installation of service under the short term contract and terminable one year thereafter.

The short term period contracts for other exchanges of the Telephone Company in the State of Florida shall remain as formerly ordered.

#### SERVICE CONNECTION CHARGES AND DEPOSIT REQUIREMENTS

(h) That the application of the Telephone Company for a proposed schedule of service connection charges be and is hereby denied, and the deposit requirements now in effect and on file with this Commission shall continue.

#### MOVES AND CHANGES.

(i) That the application of the Telephone Company to increase its charges for moves and changes be and is hereby denied, and the charges for moves and changes now in effect and on file with this Commission shall continue as the maximum charges.

#### SUSPENSION AND RESTORATION OF SERVICE.

(j) That the application of the Telephone Company to inaugurate a suspension of service rule and a charge for restoration of service be and is hereby authorized as follows:

Where the subscribers' right to credit is not established and such subscriber makes extensive use of the toll lines, request for payment of toll charges may be made in advance of the regular billing date, and upon the subscriber's failure to pay such toll charges upon such demand the station may be suspended from all service.

When service has been suspended for non-payment of charges, restoration of service is made only upon payment of all charges due, with the additional payment of a restoration charge of \$1.00.

It is further ORDERED that the rates, charges and rules authorized in this order shall become effective on the 1st day of January, 1922, and that said Telephone Company shall file its revised tariffs in accordance herewith on or before February 1, 1922.

It is further ORDERED that this docket shall remain open for such further and other order in the premises as may be justified, jurisdiction being retained for that purpose.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 20th day of December, 1921.

R. HUDSON BURR,

Chairman.

WELLS, Commissioner, dissents.

ORDER NO. 738,  
FILE NO. 4196.

IN THE MATTER OF THE APPLICATION OF THE  
GEORGIA & FLORIDA RAILWAY TO DISCON-  
TINUE OPERATION OF, IN THE STATE OF FLOR-  
IDA, PASSENGER TRAINS NOS. 6 AND 7, OPER-  
ATING BETWEEN VALDOSTA, GEORGIA, AND  
MADISON, FLORIDA.

It is ORDERED that said Georgia & Florida Railway  
be and it is hereby authorized to discontinue operation in  
the State of Florida of its passenger trains Nos. 6 and 7,  
operating between Valdosta, Georgia, and Madison, Flor-  
ida, effective at 12:01 A. M. February 1, 1922.

Jan. 25, 1922.





## **RULES AND REGULATIONS**

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**For the Government of the Transportation of  
Persons and Property by Common Carriers  
in Florida, as Revised to Date.**

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RAILROAD COMMISSION, STATE OF FLORIDA.

TALLAHASSEE, FLA., MARCH 1, 1922.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting herewith being hereby repealed.

R. HUDSON BURR, *Chairman,*  
A. D. CAMPBELL,  
A. S. WELLS,

*Commissioners.*

LEWIS G. THOMPSON, *Secretary.*

## SECTION 1—GENERAL RULES

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### COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

### MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, the branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the constructions of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the general manager (if there be one) or by superintendent or other principal officer in charge, and the treasurer or auditor; the annual reports to be verified by the affidavits of the president, superintendent or general manager, and auditor or treasurer.

## SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, draw-backs or other advantages in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

## POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of the said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

## RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

## BASIS OF COMPUTING RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

6. When any shipment is tendered to any common carrier for movement from one point in this State to another point in this State, without shipping instructions, such shipment may be forwarded to its destination by any available route, and any route lying wholly within this State, or from one point to another point within this State over the high seas by which the initial movement of such shipment can be made over the line of such receiving carrier, and by which such shipment will be delivered safely and promptly, will be deemed available; but in any such case the total charges for such shipment shall not exceed the charges applicable by the available route over which the lowest charges for transportation apply. This rule shall not be construed to prohibit the receiving carrier from forwarding such shipment by a route other than one lying wholly within this State, provided the shipment can thereby be promptly and safely delivered; and provided, further, that the charges for such shipment by way of such route not lying wholly within this State shall not exceed the charges by the route lying wholly within this State over which the lowest charges for the transportation apply.

## INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

## BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

## TRAFFIC ARRANGEMENT, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

## RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

## RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform, or not to perform any act or acts, such requirements shall not be construed to be so absolute, as to deprive a common



carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

#### RAILROADS MUST REPORT WRECKS.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck, either of passenger or freight train, that may occur on its line in this State, giving as nearly as possible the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employes, or others.

All other accidents, wrecks, derailments and explosions which occur on the line of any common carrier shall be reported by such carrier within five days after the occurrence, and such report shall contain a full written statement, giving the full details of the cause of the wreck, the extent of damage to equipment and track, and the number of persons killed or wounded.

This rule shall not apply to simple derailments of freight cars or yard engines when switching or shifting in yards, except when some person is killed or injured, in which case a report shall be made as in other cases.

#### CARRIERS SHALL POST NOTICE OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulations of their business as the Railroad Commissioners may direct.

## CARRIERS MUST REPORT FREE PASSES.

14. Every common carrier shall report on or before the 15th day of each calendar month a certified list showing for the calendar month last preceding all passes, tickets or mileage books issued free, or for other than actual *bona fide* money consideration at full established rates, together with the names of the recipients thereof, the reasons for issuing the same, the points of origin and destination, and the amounts received therefor, or the consideration thereof.

## CARRIERS SHALL MAKE REFUND OF OVER-CHARGES.

15. Every charge for transportation made by any common carrier in excess of the rates or fares prescribed by the Railroad Commissioners for such services, including overcharges due to misrouting by the carrier, will be deemed and treated as a violation or disregard of such prescribed rates, or of the schedule, ruling or regulation fixing such rates or fares, unless within three months after the collection by the carrier of such excessive charge, the carrier shall refund the excessive amount so collected, whether a claim be made for such amount or not. Demanding excessive charges and refusing to deliver freight until the same shall be paid will be likewise construed. This rule shall not apply to those cases where, for any reason, an examination of the records of the carrier fails to reveal the fact that the excessive charge has been made.

## SECTION 2—RULES GOVERNING THE TRANSPORTATION OF PASSENGERS

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### BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

### LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

### MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

### COMPUTATIONS OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in  $2\frac{1}{2}$  or over may be counted as 5, and sums less than  $2\frac{1}{2}$  as 0. For example, for  $42\frac{1}{2}$  cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

### FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of

mileage, excursion, commutation or round trip passenger tickets, or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

#### POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

#### COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least



thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.


(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

RAILROADS SHALL OPERATE A SUFFICIENT  
NUMBER OF COACHES.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.





**COACHES MUST BE HEATED, LIGHTED, ETC.**

11. All railroads and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in each of such coaches a sufficient supply of good drinking water for the passengers, and to keep each of such coaches supplied with suitable and serviceable sanitary or sterilized drinking cups, which shall be placed or kept so as to be at all times easily accessible to passengers, and which may be supplied from dispensing or vending machines or otherwise, and said cups may be furnished free or, at the option of the carrier, a charge of not exceeding one cent for each cup may be made by the railroad companies whose duty it is made to supply the same.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers when the berths are not made up in the section, to one-half of the section; but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the special duty of all train conductors and of all sleeping car and chair car conductors, in their respective cars, to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

**RAILROADS CANNOT DISCONTINUE PASSENGER  
TRAINS WITHOUT PERMISSION.**

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may, in their discretion, shorten the time of application for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions such as fairs, carnivals, conventions, excursions and the like.

**TRAINS CARRYING PASSENGERS MUST STOP AT  
REGULAR STOPS.**

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop and must stop on flag at flag stations where they are scheduled to stop.

## SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT

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### CONNECTING RAILROADS UNDER SAME MANAGEMENT

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

### MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted, provided that if they carry for less for one person they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent. at all stations along the line of

road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such connecting point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for, instance, epidemic, floods, droughts, storms or other exigencies.

#### NO COMMON CARRIER SHALL REFUSE TO ACT AS SUCH.

3. No common carrier shall decline or refuse to act as such to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule. This term common carrier is used in this rule in the sense defined in the Statutes of the State of Florida relating to the Railroad Commissioners, and this rule is to be construed as applying to common carriers under the jurisdiction of the Railroad Commissioners.

#### COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

## RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes, and in separate packages, the charges shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

## FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

7. Rescinded.

## SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement.



## CHARGES FOR HANDLING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.  
2,000 pounds and under 3,000, \$ 3.00 for extra handling.  
3,000 pounds and under 4,000, \$ 5.00 for extra handling.  
4,000 pounds and under 5,000, \$ 7.00 for extra handling.  
5,000 pounds and under 6,000, \$ 8.00 for extra handling.  
6,000 pounds and under 7,000, \$10.00 for extra handling.  
Over 7,000 pounds, subject to special contract.

## CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for if in excess of such carload minimum. When, however, articles shipped as above are in classes N. O. or P., the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made

by one shipper at one time to one and the same point of delivery to the same consignee, although the same may, in fact, be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

#### FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cotton seed, fish scraps, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

#### L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

#### ESTIMATED WEIGHTS.

13. All articles will be charged at Gross Weight, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply. When the actual weight of the articles named below *can not be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article	Weight Pounds
Cement, Portland, per bbl.....	400
Cement, except Portland, per bbl.....	300
Clay, per cubic yard.....	3,000
Coal, per bushel.....	80
Coke, per bushel.....	40
Gravel, per cubic yard.....	3,200
Laths, green, per 1,000.....	700
Laths, seasoned, per 1,000.....	550
Lime, Rockland, per bbl.....	230
Lime, other than Rockland, per bbl.....	210
Lime, per bushel.....	80
Lumber, ash or black walnut, green, per 1,000 feet..	4,500
Lumber, ash or black walnut, seasoned, per 1,000 ft.	4,000
Lumber, elm, hickory or oak, green, per 1,000 ft....	6,000
Lumber, elm, hickory or oak, seasoned, per 1,000 ft.	4,500
Lumber, white pine or poplar, green, per 1,000 ft...	4,000
Lumber, white pine or poplar, seasoned, per 1,000 ft.	3,000
Lumber, yellow pine, rough:	
Boards under 2-in., green, per 1,000 ft.....	5,500
Boards under 2-in., seasoned, per 1,000 ft.....	4,250
Framing, 2x4 to 4x8, green, per 1,000 ft.....	5,000
Framing, 2x4 to 4x8, seasoned, per 1,000 ft.....	4,000
Timbers, 6x6 and up, green, per 1,000 ft.....	4,500
Lumber, dressed, per 1,000 ft., cypress, gum, poplar and yellow pine, viz:	
Bevel siding, from 1-in. stock, seasoned.....	1,100
Bevel siding, from 5.4-in. stock, seasoned.....	1,500
Ceiling, 5-16-in. net, 3¼-in. face, seasoned.....	1,100
Ceiling, 7-16-in. net, 3¾-in. face, seasoned.....	1,400
Ceiling, 9-16-in. net, 3¼-in. face, seasoned.....	1,600
Ceiling, 11-16-in. net, 3¼-in. face, seasoned.....	2,000
Ceiling or partition, 5/8-in. net, seasoned.....	1,700
Ceiling or partition, ¾-in. net, seasoned.....	2,100
Drop siding, seasoned.....	2,250
Finish, 1x4-in. and up, dressed 4 sides, seasoned..	2,850

Flooring, 13-16-in. and 2 $\frac{1}{4}$ and 3 $\frac{1}{4}$ face, seasoned..	2,250
Flooring, 13-16-in., 2 $\frac{1}{2}$ , 3 $\frac{1}{2}$ and 5 $\frac{1}{4}$ face, seasoned..	2,400
N. O. S., seasoned .....	3,000
N. O. S., green .....	4,000
Lumber, N. O. S., green, per 1,000 ft.....	6,000
Lumber, N. O. S., seasoned, per 1,000 ft.....	4,000
Sand, per cubic yard .....	3,000
Shingles, green, per 1,000 .....	550
Shingles, seasoned, per 1,000 .....	450
Staves, heading or hoop poles, green, car loaded to depth of 43 inches, per car .....	30,000
Staves, heading or hoop poles, seasoned, car loaded to depth of 50 inches, per car .....	30,000
Stone, not dressed, per cubic foot .....	160
Tan Bark, green, per cord .....	2,600
Tan Bark, seasoned, per cord .....	2,000
Telegraph Poles, fence posts or rails, per cord....	3,500
Turpentine, in barrels, per bbl. ....	432
Wood, green, per cord .....	3,500
Wood, seasoned, per cord .....	3,000

#### ARTICLES TOO LONG OR TOO BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

#### CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than \$2.00 per car without regard to its weight or contents will be allowed, except to the railroad having the line haul of the same, for



transporting, switching or transferring a loaded car from any point or any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of \$2.00 shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching or transportation of a loaded car between such points no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.



## CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber consigned to and arriving at the city of Jacksonville from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

## DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery without delay, to any connecting road of the same gauge, all cars consigned to points beyond such connecting roads; so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

## RIGHT OF SHIPPER TO ROUTE FREIGHT.

17. The right of the shipper to direct by what route or routes his shipments shall be transported within the State of Florida shall be observed by all common carriers under the jurisdiction of the Railroad Commissioners of Florida. When shipments are routed by the shippers, the rates applying by the routing specified may be used by the carrier.

## LOWEST RATE TO BE CHARGED.

18. Whenever there is a conflict between class and commodity rates, or between mileage rates and commod-

ity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged.

### JOINT RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

19. On intrastate shipments of freight passing over two or more lines, and not governed by Rule 1, no common carrier which is a party to the haul shall charge or receive for its services in connection with such shipment more than its maximum rate for the distance hauled by it, less 10 per cent., when the entire haul is over two lines, nor more than its maximum rate, less 20 per cent., when the entire haul is over three or more lines, nor in any instance more than the published rate applicable for the same movement when handled as a one-line haul, but any such rate collected or received by any such common carrier, as above prescribed, may be divided among themselves by the parties to any such rate in such proportion as may be agreed upon by them.

### SETTLEMENT OF CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the traffic manager or general freight agent of the company.

### FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

### DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the con-

signee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

#### EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

#### ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed or suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, that this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established, for the special or



temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

#### OVERLOADING CARS.

As Amended Effective Feb. 4, 1918, by Order No. 585.

"25. When any car of lumber or other forest products is loaded in excess of 110% of its marked carrying capacity the excess may be charged for at double the lumber or other forest products rate, as the case may be; but any railroad company may refuse to transport any car of lumber or other forest products loaded in excess of 110% of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport such excess at the regular lumber or forest products rate."



## OFFICE HOURS.

As amended by Order 723, Effective May 1, 1921.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignee (Sundays and legal holidays excepted) between the hours of 8 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR  
USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts and may be reduced by agreement between railroads, but all such agreements must, under Section 2907 of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

## TRANSFERRING CARLOAD SHIPMENTS TO OTHER CARS IN TRANSIT.

28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall reload said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers of the car into which the shipment has been transferred, as well as of the car from which the transfer was made.

Such reloading must not take place except under circumstances which would legally justify it.

## SECTION 4—RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF LIVE STOCK

### ESTIMATED WEIGHTS.

1. The weights given below are estimated weights, and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second class at owner's risk.)

### LIVE STOCK, LESS THAN CARLOADS, WILL BE TAKEN AT THE FOLLOWING ESTI- MATED WEIGHTS.

One horse, mule or horned animal, except as specified below .....	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee .....	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee.....	1,000 pounds
Stallions, jacks and bulls, each.....	3,000 pounds
Each cow and calf together, not crated....	2,500 pounds
Each mare and foal, together.....	2,500 pounds
Shetland ponies, any age, not crated.....	1,000 pounds
Yearling cattle, except bulls, not crated each .....	1,000 pounds
Colts, under one year old, except stallions, note crated .....	1,000 pounds

Calves, under one year old, note crated....	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than.....	100 pounds
Sheep, crated, each, actual weight, but not less than .....	100 pounds
Lambs, crated, each, actual weight, but not less than .....	100 pounds
Hogs, crated, each, actual weight, but not less than .....	100 pounds
Pigs, crated, each, actual weight, but not less than .....	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	

Goats, same as sheep.

Kids, same as lambs.

Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than.....	100 pounds
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In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

#### MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each
Horses and mules, not over.....	\$ 75.00
Horned cattle, not over.....	30.00
Stallions, jacks and bulls, not over.....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over.....	100.00
Cow and calf, together, not over.....	35.00

For every increase of 100 per cent. or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

## MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier, a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.



## DEMURRAGE RULES

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The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

### RULE I.

#### FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.

### RULE II.

#### NOTICE TO CONSIGNEE.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed, if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

## RULE III.

As Amended June 15, 1917.

## LEGAL NOTICE.

“Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends forty-eight (48) hours from the time of notification, not including Sundays or legal holidays. Constructive notice referred to consists of posting notice by mail to consignee. Where this mode of giving notice is adopted, there shall be twenty-four (24) hours' additional free time to be added to the forty-eight (48) hours, to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.”

## RULE IV.

As Amended June 15, 1917.

## PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within forty-eight (48) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box

cars), seventy-two (72) hours will be allowed for unloading. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided, further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said car in excess of three shall not be liable to demurrage by any railroad company until after the expiration of seventy-two (72) hours. Any fraction of a day shall be considered a day.

#### RULE V.

##### GOODS CONSIGNED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

## RULE VI.

## REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse or for a period of ten days after notice, as provided for in Rule III, fail to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give or send the consignor legal notice of such refusal or failure, unless the consignee has signified in writing his acceptance of the property; and the consignor shall thenceforth become liable to such carrier for the demurrage then due and which may accrue thereafter upon the car or cars in which the goods are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who refuse or neglect, after notice of arrival, to remove freight of like character from the cars of the carrier. No demurrage charges, however, shall be allowed after the expiration of the period of ten days from date of legal notice to the consignee until the consignor shall have been notified of refusal or failure on the part of consignee to accept the freight.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would otherwise have accrued.

## RULE VII.

## CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; Provided, The railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notification.

#### RULE VIII.

As Amended June 15, 1917.

##### CARS HELD FOR SHIPPING DIRECTIONS.

"Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held, and not carried forward within twenty-four (24) hours, except perishable articles, which shall be removed within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.



## RULE IX.

## CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

## RULE X.

## RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

## RULE XI.

As Amended June 15, 1917.

## PER DIEM CHARGE ALLOWED CONSIGNEE.

"When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within forty-eight (48) hours (not including Sundays or legal holidays), computed from 10 A. M. the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed."

## RULE XII.

## STORMY WEATHER.

Whenever the weather during the period of free time

is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

### RULE XIII.

#### DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line it must be collected at all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy two (72) hours (not including Sunday or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities not more than one dollar (\$1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same

length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule wherever justice shall demand this course.

#### RULE XIV.

##### STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains, or after delivery at stations for transportation, will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, the charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday and 3 P. M. Sunday, it will be held without charge until 3 P. M. Monday.

#### RULE XV.

(Rescinded.)

#### RULE XVI.

##### OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in

the foregoing rules, and these rules shall become effective December 23, 1901.

## RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit and pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however. That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction, such damages as he may sustain by reason of the delay in furnishing cars.



Provided further, That this rule does not alter, abolish, supercede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

### RULE XVIII.

#### DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise to be forfeited to the railroad. And provided, further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.



If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his application, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

## RULE XIX.

### SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided, further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time

during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided, further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

## SCHEDULE OF PASSENGER RATES

### Operated by Railroads in Florida.

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#### *Railroads Charging 3.6 Cents per Mile:*

Charlotte Harbor & Northern Railway.  
 Georgia, Florida & Alabama Railway.  
 Georgia Southern and Florida Railway.  
 Pensacola, Mobile & New Orleans Railway Co.  
 Georgia and Florida Railway.  
 Live Oak, Perry & Gulf Railroad.  
 Louisville & Nashville Railroad.

#### *Railroads Charging 4.8 Cents Straight Fare, with 3.6 Cent Round Trip Tickets Good for Five Days Exclusive of Day of Sale:*

Apalachicola Northern Railroad.  
 Atlanta and St. Andrews Bay Railway.  
 Birmingham, Columbus & St. Andrews Railroad.  
 Fellsmere Railroad.  
 Florida, Alabama & Gulf Railroad.  
 Gulf, Florida & Alabama Railroad.  
 Madison Southern Railroad.  
 Marianna and Blountstown Railroad.  
 Ocklawaha Valley Railroad.  
 Pelham and Havana Railroad Company.  
 Tavares and Gulf Railway.

#### *Railroads Charging 4.8 Cents per Mile:*

Tampa and Jacksonville Railroad.

*The Atlantic Coast Line Railroad Charges 3.6 Cents per Mile.*

The Florida East Coast operates 3.6-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4.8-cent rate is authorized.

The South Georgia Railway operates a 3.6-cent passenger rate between Florida line and Greenville, and 4.8-cent straight fare, with 3.6 cent round trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

*The Seaboard Air Line Railway Charges 3.6 Cents per Mile.*

# **SCHEDULE OF FREIGHT TARIFFS**

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*Note*—The following rates are those that were in effect on June 24, 1918. For use at the present time they should be increased as per General Order No. 28, of the Director General of Railroads, and the result increased by 25%.



Schedule of Freight Tariffs Operated in the State of Florida by the Andalusia, Florida & Gulf Ry., Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Tampa & Jacksonville, Marianna & Blountstown, Ocklawaha Valley R. R., Ocala & Southwestern, Birmingham, Columbus & St. Andrews, Fellsmere Railroad, Florida, Alabama & Gulf Railroad, Pelham & Havana R. R. Co., Moore Haven & Clewiston Railway.

DISTANCES.	CLASS RATES IN CENTS. Per 100 Pounds.																Per Barrel. Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Car Load.	Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	For Class Rates, See Pages 182-185.	8
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00		9
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00		11
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00		12
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00		13
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00		14
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00		15
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00		16
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00		17
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00		18
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00		19
120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00		19

130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	21	19	43	51	35	14½	1.90	2.00	31.00	24.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	24½
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	33
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	34
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	32
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	32
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	34

For Class P Rates See Pages 182-185.

**SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION  
OF THE STATE OF FLORIDA, FOR THE LIVE OAK, PERRY & GULF RAILROAD, THE SOUTH GEOR-  
GIA RAILWAY, THE MADISON SOUTHERN RAILWAY.**

STATIONS.	PER HUNDRED POUNDS.																Per Barrel.		Per 100 Pounds.	Per Ton.	Per Car Load.	Per 100 Pounds.	Per Crate.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O					
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	For Class Rates, See Pages 182-185.	8	..	..	
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00		9	..	..	
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00		10	..	..	
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00		11	..	..	
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00		12	..	..	
60 miles and over 50 miles.....	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00		13	..	..	
70 miles and over 60 miles.....	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00		14	..	..	
80 miles and over 70 miles.....	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00		15	..	..	

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST  
 LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUIS-  
 VILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.

BETWEEN ALL STATIONS IN FLORIDA.	PED HUNDRED POUNDS.														Per Barrel.	Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	*P	R		
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	\$ .75	\$1.00	\$ 8.00	\$10.00	For Class P Rates See Pages 182-185.	8		
20 miles and over 10 miles.....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00		9		
30 miles and over 20 miles.....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00		10		
40 miles and over 30 miles.....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00		11		
50 miles and over 40 miles.....	40	38	35	29	25	20	15	14	14	11	25	30	20	10½	1.30	1.4	17.00	16.00	12			
60 miles and over 50 miles.....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00	13			
70 miles and over 60 miles.....	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00	14			
80 miles and over 70 miles.....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00	15			
90 miles and over 80 miles.....	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00	16			
100 miles and over 90 miles.....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00	17			
110 miles and over 100 miles.....	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00	18			
120 miles and over 110 miles.....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00	19			



**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST  
LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUIS-  
VILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.**

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.													Per Barrel.	Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L		M	N	O	*P	
130 miles and over 120 miles.....	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	For Class P Rates, See Pages 182-185.	20	
140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00		21	
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00		22	
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00		23	
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00		24	
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00		24½	
190 miles and over 180 miles.....	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00		25	
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50		25½	
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00	26		
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	26½		
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	27		
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	27½		
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	28		
260 miles and over 250 miles.....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	28½		



270 miles and over 260 miles.....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	For Class P Rates, See Pages 182-185.	29
280 miles and over 270 miles.....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00		29½
290 miles and over 280 miles.....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00		30
300 miles and over 290 miles.....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00		30
310 miles and over 300 miles.....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.34	40.00	34.00		31
320 miles and over 310 miles.....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00		31
330 miles and over 320 miles.....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00		32
340 miles and over 330 miles.....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00		32
350 miles and over 340 miles.....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00		33
360 miles and over 350 miles.....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00		34
370 miles and over 360 miles.....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00		34
380 miles and over 370 miles.....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00		35
390 miles and over 380 miles.....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00		35
400 miles and over 390 miles.....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00		36

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST  
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.**

DISTANCES.	CLASS RATES IN CENTS PER 100 POUNDS.														Per Barrel.		Per Ton. 2000 Lbs.	Per Carload.					Per 100 Lbs.	Per Stand-rd Box.	Per Stand'rd Crate			
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M		N	O	P	R	G			V			
																						C.L.			L.C.L.	C.L.	L.C.L.	
10 miles and under.....	24	21	20	15	14	13	10	9	8	5	14	15	12	7	75	1 00	8 00	10 00	For Class P Rates See Pages 182-185.	8	8	11	6	9				
20 miles and over 10 miles....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	90	1 10	11 00	12 00		9	8	11	6	9				
30 miles and over 20 miles....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1 05	1 20	14 00	14 00		10	8	11	7	10				
40 miles and over 30 miles....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1 20	1 30	16 00	15 00		11	9	12	7	10				
50 miles and over 40 miles....	40	38	35	30	25	20	15	14	14	11	25	30	20	10 <sup>5</sup>	1 30	1 40	18 00	16 00		12	10	13	8	11				
60 miles and over 50 miles....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1 40	1 50	20 00	17 00	13	11	14	8	11					
70 miles and over 60 miles....	48	46	41	34	30	24	17	17	17	13	30	34	23	11 <sup>5</sup>	1 50	1 60	22 00	18 00	14	12	15	9	12					
80 miles and over 70 miles....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1 60	1 70	24 00	19 00	15	13	16	9	12					
90 miles and over 80 miles....	56	53	46	38	33	26	19	19	19	14	33	38	25	12 <sup>5</sup>	1 70	1 75	26 00	20 00	16	14	17	10	13					
100 miles and over 90 miles....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1 75	1 80	28 00	21 00	17	15	18	10	13					
110 miles and over 100 miles....	62	58	50	41	35	30	21	21	21	15	35	41	29	13 <sup>5</sup>	1 80	1 90	29 00	22 00	18	16	19	11	14					
120 miles and over 110 miles....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1 85	1 95	29 00	23 00	19	17	20	11	14					
130 miles and over 120 miles....	66	61	55	43	37	32	23	23	23	18	37	43	31	14 <sup>5</sup>	1 90	2 00	31 00	24 00	20	18	21	12	15					
140 miles and over 130 miles....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1 95	2 05	32 00	25 00	21	19	22	12	15					
150 miles and over 140 miles....	70	63	59	47	39	35	25	25	24	18	39	47	33	15 <sup>5</sup>	2 00	2 10	33 00	26 00	22	20	23	13	16					

160 miles and over 150 miles....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2 05	2 15	34 00	27 00	23	20	23	13	16
170 miles and over 160 miles....	74	67	60	50	42	37	27	27	26	20	42	50	35	16 <sup>5</sup>	2 10	2 20	35 00	28 00	24	21	24	14	17
180 miles and over 170 miles....	76	68	61	53	43	38	28	27	28	21	43	53	36	16 <sup>5</sup>	2 15	2 21	36 00	29 00	24 <sup>5</sup>	21	24	14	17
190 miles and over 180 miles....	77	69	63	54	44	39	29	28	29	21	44	54	37	16 <sup>5</sup>	2 16	2 22	37 00	30 00	25	22	25	15	18
200 miles and over 190 miles....	78	70	64	55	45	40	30	29	29	21	45	55	39	16 <sup>5</sup>	2 17	2 23	38 00	30 50	25 <sup>5</sup>	22	25	15	18
210 miles and over 200 miles....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2 18	2 24	38 00	31 00	26	23	26	16	19
220 miles and over 210 miles....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2 19	2 25	39 00	31 00	26 <sup>5</sup>	23	26	16	19
230 miles and over 220 miles....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2 20	2 26	39 00	31 00	27	24	27	17	20
240 miles and over 230 miles....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2 21	2 27	39 00	32 00	27 <sup>5</sup>	24	27	17	20
250 miles and over 240 miles....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2 22	2 28	40 00	32 00	28	25	28	18	21
260 miles and over 250 miles....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2 23	2 29	41 00	32 00	28 <sup>5</sup>	25	28	18	21
270 miles and over 260 miles....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2 24	2 30	41 00	33 00	29	26	29	19	22
280 miles and over 270 miles....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2 25	2 31	42 00	33 00	29 <sup>5</sup>	26	29	19	22
290 miles and over 280 miles....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2 26	2 32	42 00	33 00	30	27	30	20	23
300 miles and over 290 miles....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2 27	2 33	43 00	34 00	30	27	30	20	23
310 miles and over 300 miles....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2 28	2 34	43 00	34 00	31	28	31	21	24
320 miles and over 310 miles....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2 29	2 35	44 00	34 00	31	28	31	21	24
330 miles and over 320 miles....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2 30	2 36	44 00	35 00	32	28	31	21	24
340 miles and over 330 miles....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2 31	2 37	45 00	35 00	32	29	32	21	25
350 miles and over 340 miles....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2 32	2 38	45 00	35 00	33	29	32	22	25
360 miles and over 350 miles....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2 33	2 39	46 00	35 00	34	29	32	22	25
370 miles and over 360 miles....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2 34	2 40	46 00	35 00	34	30	33	23	26
380 miles and over 370 miles....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2 35	2 43	47 00	36 00	35	30	33	23	26
390 miles and over 380 miles....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2 36	2 46	47 00	36 00	35	30	33	23	26
400 miles and over 390 miles....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2 37	2 50	48 00	36 00	36	31	34	24	27

For Class Rates, See Pages 182-185.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST  
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.—Continued.**

DISTANCES.	CLASS RATES IN CENTS PER 100 POUNDS.														Per Barrel.	Per 100 Lbs.	Per Ton, 2000 Lbs.		Per Carload.			Per 100 Lbs.	Per Stand'rd Box	Stand'rd Per Crate	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G		V		
																					C.L	L.C.L	C.L	L.C.L	
410 miles and over 400 miles....	101	91	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	For Class P Rates See See Pages 182-183.	37	31	34	24	27	
420 miles and over 410 miles....	102	92	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	31	34	24	27	
430 miles and over 420 miles....	103	93	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	32	35	25	28	
440 miles and over 430 miles....	104	94	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	32	35	25	28	
450 miles and over 440 miles....	105	95	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00	38	32	35	25	28		
460 miles and over 450 miles....	106	96	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00	38	33	36	26	29		
470 miles and over 460 miles....	107	97	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39	33	36	26	29		
480 miles and over 470 miles....	108	98	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39	33	36	26	29		
490 miles and over 480 miles....	109	99	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39	34	37	27	30		
500 miles and over 490 miles....	110	100	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	34	37	27	30		
510 miles and over 500 miles....	111	101	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	34	37	27	30		
520 miles and over 510 miles....	112	102	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	35	38	28	31		
530 miles and over 520 miles....	113	103	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31		
540 miles and over 530 miles....	114	104	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31		
550 miles and over 540 miles....	115	105	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	36	39	29	32		



SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA  
& ALABAMA RAILWAY.

DISTANCES.	PER ONE HUNDRED POUNDS.												Per Barrel.	Per 100 Lbs.	Per Ton. 2000 Pounds.	Per Carload.				Per 100 Lbs.	Per Standard Crate.	
	1	2	3	4	5	6	A	B	C	D	E	F				H	K	L	M		N	O
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	For Class P Rates See Pages 182-185.	8	10	8
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00		9	11	8
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50		11	12	8
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00		12	12	9
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20		13	13	9
60 miles and over 50.....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60		13	13	10
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00		15	14	11
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00		16	15	11
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10		17	16	12
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10		18	17	12
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10		18	17	12



SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN  
AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.

DISTANCES.	PER HUNDRED POUNDS.												Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Carload					Per 100 Pounds. Oranges per box 80 lbs. Vegetables per crate 50 lbs.		
	1	2	3	4	5	6	A	B	C	D	E	H				F	K	L	M	N		O	P
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	.75	1.20		9.75	12.00	For Class P. Rates See Pages 182-185.	8	10	8
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00			9	11	8
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50			11	12	8
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00			12	12	9
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20			13	13	9
60 miles and over 50.....	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60		14	13	9	
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00		15	14	10	
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00		16	14	10	
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10		17	15	10	
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10		18	15	10	
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10		18	15	11	
120 miles and over 110.....	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10		19	15	11	

For Class P. Rates  
See Pages 182-186.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA, MOBILE & NEW ORLEANS RY. CO.—LOCAL MILEAGE TARIFF.**

DISTANCES.	Per 100 Pounds.																Per Barrel.	Per 100 Lbs.	Fertilizers.	Per 100 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	*P			
10 miles and under.....	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5				
20 miles and over 10 miles.....	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6				
30 miles and over 20 miles.....	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6				

See Pages  
182-186.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION  
LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES.	CLASS RATES IN CENTS Per 100 Pounds.																Per Barrel.	Per 100 Lbs.	CARLOADS.					
																			Per 100 Lbs.			Per 2000 Lbs.	Per Car.	
	Per 100 Lbs.	Per 2000 Lbs.	Coal	Live Stock, Except Hogs.	Sheep Double Deck, Hogs Single.	Oranges, box 80 Lbs. Veg'bles, Cr't 50 Lbs.																		
See Note Below.	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal	Live Stock, Except Hogs.	Sheep Double Deck, Hogs Single.	Oranges, box 80 Lbs. Veg'bles, Cr't 50 Lbs.			
10 miles and under.....	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	\$ .60	\$ 5.00	\$ 6.00	10 8			
15 miles and over 10 miles.....	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11 8			
20 miles and over 15 miles.....	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12 8			
25 miles and over 20 miles.....	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12 9			
30 miles and over 25 miles.....	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13 9			
35 miles and over 30 miles.....	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13 9			
40 miles and over 35 miles.....	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14 10			
45 miles and over 40 miles.....	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14 10			
50 miles and over 45 miles.....	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15 10			
55 miles and over 50 miles.....	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15 10			

NOTE—For Class P Rates See Pages 182-185.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY GEORGIA & FLORIDA RAILWAY.

BETWEEN LOCAL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.												Per Barrel.	Per 100 Lbs.	Per Ton.	PER CAR LOAD.				Per 100 Lbs.	Per Crate.
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V
10 miles and under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	\$ .80	\$ 8.00	\$ 6.00	For Class P Rates See Pages 182- 185.	5	13	10
20 miles and over 10 miles.....	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00		6	13	10
30 miles and over 20 miles.....	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00		7	13	10
40 miles and over 30 miles.....	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00		8	13	10
50 miles and over 40 miles.....	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00		9	13	10

**CLASS P RATES**

EFFECTIVE ON THE FOLLOWING RAILROADS.

Atlantic Coast Line Railroad.  
 Seaboard Air Line Railway.  
 Louisville & Nashville Railroad.  
 Florida East Coast Railway.  
 Georgia Southern & Florida Railway.  
 Charlotte Harbor & Northern Railway.  
 Live Oak, Perry & Gulf Railroad.  
 Georgia, Florida & Alabama Railway.  
 Tavares & Gulf Railroad.

5 miles and under.....	4.00
10 miles and over 5.....	5.00
15 miles and over 10.....	6.80
20 miles and over 15.....	6.80
25 miles and over 20.....	7.60
30 miles and over 25.....	7.60
35 miles and over 30.....	8.40
40 miles and over 35.....	8.40
45 miles and over 40.....	9.20
50 miles and over 45.....	9.20
55 miles and over 50.....	10.00
60 miles and over 55.....	10.00
65 miles and over 60.....	10.30
70 miles and over 65.....	10.30
75 miles and over 70.....	11.10
80 miles and over 75.....	11.10
85 miles and over 80.....	11.90
90 miles and over 85.....	11.90
95 miles and over 90.....	12.70
100 miles and over 95.....	12.70
110 miles and over 100.....	13.00
120 miles and over 110.....	13.80
130 miles and over 120.....	14.60



140 miles and over 130.....	14.90
150 miles and over 140.....	15.70
160 miles and over 150.....	16.50
170 miles and over 160.....	17.50
180 miles and over 170.....	17.50
190 miles and over 180.....	18.00
200 miles and over 190.....	18.00
210 miles and over 200.....	18.50
220 miles and over 210.....	18.50
230 miles and over 220.....	19.00
240 miles and over 230.....	19.00
250 miles and over 240.....	19.50
260 miles and over 250.....	19.50
270 miles and over 260.....	20.00
280 miles and over 270.....	20.00
290 miles and over 280.....	20.50
300 miles and over 290.....	20.70
310 miles and over 300.....	21.00
320 miles and over 310.....	21.30
330 miles and over 320.....	21.60
340 miles and over 330.....	21.90
350 miles and over 340.....	22.20
360 miles and over 350.....	22.50
370 miles and over 360.....	22.80
380 miles and over 370.....	23.10
390 miles and over 380.....	23.40
400 miles and over 390.....	23.70
410 miles and over 400.....	24.00
420 miles and over 410.....	24.30
430 miles and over 420.....	24.60
440 miles and over 430.....	24.90
450 miles and over 440.....	25.20
460 miles and over 450.....	25.50
470 miles and over 460.....	25.80
480 miles and over 470.....	26.10
490 miles and over 480.....	26.40

500 miles and over 490.....	26.70
510 miles and over 500.....	27.00
520 miles and over 510.....	27.30
530 miles and over 520.....	27.60
540 miles and over 530.....	27.90
550 miles and over 540.....	28.20

The above rates, for distances up to and including 400 miles, were put into effect by the Commissioners' Order No. 431. Rates for distances over 400 miles and up to and including 450 miles were submitted by the Seaboard Air Line Railway and were approved by the Commissioners. Rates over 450 miles were put into effect by the Florida East Coast Railway and are approved by the Commissioners.

#### CLASS P RATES.

Effective on the following railroads:

Apalachicola Northern Railroad Company.  
 Atlanta & St. Andrews Bay Railway Company.  
 Birmingham, Columbus & St. Andrews Railroad Co.  
 Fellsmere Railroad.  
 Georgia & Florida Railway.  
 Gulf, Florida & Alabama Railway Company.  
 Madison Southern Railway.  
 Marianna & Blountstown R. R.  
 Ocala & Southwestern Railroad.  
 Ocklawaha Valley Railroad Company.  
 South Georgia Railway.  
 Tampa & Jacksonville Railway.  
 Tavares & Gulf R. R.

10 miles and under.....	5.00
20 miles and over 10 miles.....	7.00
30 miles and over 20 miles.....	8.00
40 miles and over 30 miles.....	9.00

50 miles and over	40 miles.....	10.00
60 miles and over	50 miles.....	11.00
70 miles and over	60 miles.....	11.00
80 miles and over	70 miles.....	12.00
90 miles and over	80 miles.....	13.00
100 miles and over	90 miles.....	14.00
110 miles and over	100 miles.....	14.00
120 miles and over	110 miles.....	15.00
130 miles and over	120 miles.....	16.00
140 miles and over	130 miles.....	16.00
150 miles and over	140 miles.....	17.00

## CLASS P RATES.

Effective on the Pensacola, Mobile and New Orleans  
Railway Co.

10 miles and over.....	12.00
20 miles and over 10 miles.....	14.40
30 miles and over 20 miles.....	19.20

## CLASS P RATES.

In effect on the following railroads:  
Moore Haven & Clewiston Railway.  
Pelham and Havana Railroad.

10 miles and under.....	\$ 5.00
20 miles and over 10 miles.....	7.00
30 miles and over 20 miles.....	8.00
40 miles and over 30 miles.....	9.00
50 miles and over 40 miles.....	10.00
60 miles and over 50 miles.....	11.00
70 miles and over 60 miles.....	11.00
80 miles and over 70 miles.....	12.00

**RATE ON PHOSPHATE BETWEEN POINTS WITH-  
IN THE STATE OF FLORIDA.**

The rate on Phosphate between points within the State of Florida shall not exceed one cent per ton per mile.

Provided, That where the rate of one cent per ton per mile will raise any rate now in operation (December 17, 1903), that said rate of one cent per ton per mile shall not be effective, but the lower rate as charged by the Railroad Companies is hereby adopted by the Railroad Commissioners as their rate between such points.

Provided further, That where a shipment of Phosphate shall pass over two or more railroads in reaching its destination within the State of Florida, the initial line may charge one and a half cents per ton per mile for the first ten miles which said Phosphate shall be hauled.

Provided further, That where Phosphate from points in Florida passes over two or more roads in reaching its destination within the State of Florida, that the provisions of Rule 19, Governing Joint Rates, is hereby modified, so that the initial road shall have the right to deliver the shipment to the delivering road at such junctional point within the State of Florida as it may desire.

Provided, however, that the rate charged for such shipment shall be based upon the shortest mileage between the point of shipment and the place of destination.

## SUGAR CANE TO SUGAR AND SYRUP FACTORIES

Distances—	Rate, in cents, Per ton of 2,000 lbs.
10 miles and under.....	\$ .50
20 miles and over 10 miles.....	.50
30 miles and over 20 miles.....	.55
40 miles and over 30 miles.....	.65
50 miles and over 40 miles.....	.70
60 miles and over 50 miles.....	.75
70 miles and over 60 miles.....	.80
80 miles and over 70 miles.....	.85
90 miles and over 80 miles.....	.90
100 miles and over 90 miles.....	.95
Minimum, 15 tons to a car.	

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NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

*Provided further*, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.



## RATES ON COTTON PRESSED IN BALES.

## RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17
50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31
130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35
180 miles and over 160 miles.....	36
200 miles and over 180 miles.....	37
220 miles and over 200 miles.....	38
240 miles and over 220 miles.....	39
260 miles and over 240 miles.....	40
280 miles and over 260 miles.....	41
300 miles and over 280 miles.....	42
320 miles and over 300 miles.....	43
340 miles and over 320 miles.....	44
360 miles and over 340 miles.....	45
380 miles and over 360 miles.....	46
400 miles and over 380 miles.....	47
420 miles and over 400 miles.....	48
440 miles and over 420 miles.....	49
460 miles and over 440 miles.....	50
480 miles and over 460 miles.....	51
500 miles and over 480 miles.....	52

## RATES ON CANE SYRUP AND MOLASSES.

APPLICABLE ON SEABOARD AIR LINE RAILWAY  
IN FLORIDA.

Cane Syrup and Molasses, in barrels, half barrels and kegs, or in tin cans, jacketed or boxed. In cents per 100 pounds.

	CL	LCL
40 miles and under.....	12	15
90 miles and over 40 miles.	13	16
140 miles and over 90 miles.	14	17
190 miles and over 140 miles.	15	18
240 miles and over 190 miles.	16	19
290 miles and over 240 miles.	17	20
340 miles and over 290 miles.	18	21
390 miles and over 340 miles.	19	22
440 miles and over 390 miles.	20	23
490 miles and over 440 miles.	21	24
540 miles and over 490 miles.	22	25
590 miles and over 540 miles.	23	26

**LOCAL MILEAGE RATES ON FRUIT AND  
VEGETABLES.**

DISTANCES.	CLASS	
	Per Crate	
	G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

EXCEPTIONS. These rates do not apply to base points *as a basis for through rates.*

Do not apply on Florida East Coast Railway.

For Florida East Coast Railway see its regular local mileage rates.

### CLASSIFICATION.

#### CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit Pineapples.

In standard crates of 80 pounds.

Barrels or barrel-crates, double the crate rate.

Strawberries in crates of 50 pounds.

#### CLASS V—FRUIT:

Peaches, Pears and Guavas.

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash,

Potatoes (Irish and Sweet), Green Peas, Eggplants,

Turnips, Green Corn, Asparagus, Radishes, Lettuce,

Onions, Cabbage, Kale, Cantaloupes and like articles.

In standard crates of 50 pounds.

Barrels or barrel-crates, double the crate rate.

Package rates to apply on standard crates estimated to weigh 50 pounds. The rate per package to be applied regardless of the weight, whether under or over, so long as the package capacity does not exceed the standard.

In the shipment of barrels, barrel-crates or barrel-sacks, estimated weight to be double that of the standard crate above referred to. The rate to apply as a package rate

regardless of whether the barrel weighs more or less than the estimated weight.

In either case where a package is used of greater dimensions than the standard crate, standard barrel, barrel-crate or sack, the package rate per crate or per barrel, as the case may be, shall be applied as a per hundred pound rate on actual weight.

The standard barrel-crate referred to is understood not to exceed 12x20x36 inches.

The standard barrel referred to is understood not to exceed the capacity of a flour barrel.

The standard barrel-sack referred to is understood not to exceed a capacity of  $2\frac{1}{2}$  bushels.



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# DISTANCE TABLES

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# DISTANCE TABLES

## ATLANTIC COAST LINE RAILWAY

### Jacksonville to Port Tampa.

Jacksonville .....	0.	Pomona .....	69.4	Longwood .....	133.8
Wessner .....	3.6	Lake Como .....	71.0	Altamonte Springs.....	136.7
Yukon .....	9.4	Huntington .....	74.2	Maitland .....	139.3
Orange Park.....	14.0	Crescent City.....	77.0	Winter Park.....	141.8
Peoria .....	19.0	Longs .....	79.0	Formosa .....	145.0
Doctor's Inlet .....	20.4	Denver .....	77.5	Orlando .....	146.6
Russell .....	23.9	Hammond .....	81.2	Eight Oaks.....	150.0
Magnolia Springs .....	28.3	Seville .....	83.4	Gatlin .....	151.0
Green Cove Springs.....	29.8	Pierson .....	89.1	Pine Castle.....	153.0
Walkill .....	33.3	Eldridge .....	91.5	Taft .....	154.0
West Tocol.....	40.2	Barberville .....	93.8	Connelly .....	158.6
Bostwick .....	45.7	DeLeon Springs.....	99.0	Kissimmee .....	164.4
Teasdale .....	48.6	Glenwood .....	102.2	Campbell .....	168.4
Rice Creek.....	51.0	DeLand Passenger Station...	107.2	Loughman .....	175.5
Pecan .....	51.6	Beresford .....	108.0	Davenport .....	182.2
Sisco .....	67.0	Fatio .....	110.0	Haines City.....	185.4
Palatka .....	54.9	Orange City Junction.....	112.3	Lake Alfred.....	192.1
Lundy .....	57.3	Enterprise Junction.....	118.1	Auburndale .....	196.4
Peniel .....	60.0	Rands .....	122.5	Carter's .....	201.6
Buffalo Bluff.....	62.1	Sanford .....	124.3	Lakeland .....	207.0
Satsuma .....	63.9	Lake Mary.....	129.2	Winston .....	211.1

Youman's .....	214.1	Orient .....	233.4	Carlow .....	239.8
Plant City .....	217.5	Uceta .....	234.9	Dewey .....	243.3
Dover .....	223.7	Thonotossa Jet.....	236.3	Port Tampa City.....	246.2
Seffner .....	227.1	Ybor City.....	237.5	Port Tampa.....	248.0
Mango .....	230.0	Tampa Union Station.....	238.1		

Jacksonville to Jesup.

Jacksonville .....	0.0	Ratliff .....	14.7	Andrews .....	33.9
Moncrief .....	3.5	Callahan .....	19.7	Bologne .....	37.3
Pickett .....	5.5	Dyal .....	24.3	Folkston, Ga.....	41.5
Dinsmore .....	9.6	Hilliard .....	29.9	Jesup, Ga.....	96.0

# ATLANTIC COAST LINE RAILWAY—Continued.

## Jacksonville to St. Petersburg.

Jacksonville .....	0.0	Rochelle .....	93.5	Lady Lake .....	151.3
Milldale .....	10.0	Micanopy Jct. ....	99.1	Fruitland Park .....	155.4
Moncrief .....	3.5	Evinston .....	101.7	Leesburg Junction .....	158.0
Cambon .....	9.3	Boardman .....	104.0	Leesburg .....	159.0
Mandeville .....	14.1	McIntosh .....	104.6	Corley .....	161.0
Baldwin .....	19.2	Gaitskill .....	106.0	Okahumpka .....	164.5
Mattox .....	24.0	Orange Lake .....	106.1	Cason .....	169.0
McPherson .....	26.8	Proctor .....	107.0	Center Hill .....	173.6
Nursery .....	29.0	Reddick .....	110.5	Webster .....	178.2
Bessent .....	30.8	Lowell .....	113.4	St. Catherine .....	183.3
Sapp .....	37.8	Martin .....	116.5	x*Croom .....	189.2
Britt .....	41.0	Zuber .....	117.4	Rital .....	172.7
Ellerbee .....	41.7	Kendrick .....	119.6	Trilby .....	176.9
Raiford .....	44.8	Ocala Junction .....	124.2	Blanton .....	181.8
Rylander .....	47.1	Ocala .....	124.7	San Antonio .....	187.9
Johnstown .....	49.0	Fakes .....	126.0	Pasco .....	191.6
Lake Butler .....	51.9	Orange Avenue .....	127.0	Ehren .....	200.1
Dukes .....	58.0	Montague .....	130.0	Drexel .....	202.0
Munich .....	58.8	Cornell .....	131.3	Odessa .....	210.4
Worthington Springs .....	61.0	Welshton .....	137.3	Keystone Park .....	214.1
Santa Fe .....	63.9	Candler .....	138.6	Taconey .....	218.0
Haynesworth .....	68.2	Ocklawaha .....	140.0	Tarpon Springs .....	221.0
Burnett's Lake .....	70.8	Lake Weir .....	141.0	Sutherland .....	226.9
Hague .....	74.1	East Lake .....	144.1	Ozona .....	227.2
Paradise .....	80.4	Stanton .....	146.0	Dunedin .....	231.3
Gainesville .....	84.5	Weirsdale .....	146.6	Clearwater .....	234.5
T. & J. Crossing .....	84.4	Conant .....	150.0	Belleair .....	235.5

Largo .....	238.1	Pinellas Park.....	245.8	St. Petersburg Wharf.....	252.9
Cross Bayou.....	242.9	Lellman .....	247.0	St. Petersburg.....	252.2

x Jax to Croom via Newberry, 167.8. \*Stations south of Croom based on mileage via Newberry.

#### Jacksonville to Perry.

Jacksonville .....	0.0	Dukes .....	57.8	Wilcox .....	104.5
Milldale .....	10.0	Munich .....	58.8	Wilcox Junction.....	106.0
Moncrief .....	3.5	Worthington Springs.....	61.0	Old Town.....	108.5
Cambon .....	9.3	Santa Fe .....	63.9	Eugene .....	113.6
Mandeville .....	14.1	Haynesworth .....	68.2	Cross City.....	116.8
Baldwin .....	19.2	Burnett's Lake.....	70.8	Hines .....	126.9
Mattox .....	24.0	West Alachua.....	72.5	Clara .....	134.0
McPherson .....	26.8	Cadillac .....	77.0	Salem .....	141.7
Bessent .....	30.8	Haile .....	79.0	Carbur .....	143.4
Sapp .....	37.8	Komoka .....	82.1	Athena .....	150.3
Ellerbe .....	41.7	Newberry .....	84.6	Penland .....	154.6
Raiford .....	44.8	Barr's Crossing.....	89.9	Perry .....	161.0
Johnstown .....	49.0	Tyler .....	93.9		
Lake Butler.....	51.9	Trenton .....	98.1		



# ATLANTIC COAST LINE RAILWAY—Continued.

## Lakeland to Fort Myers.

Lakeland .....	0.0	Torrey .....	33.7	Fort Ogden.....	72.6
Pauway .....	4.2	Wauchula .....	38.1	Cleveland .....	82.2
Haskell .....	7.5	Zolfo .....	42.1	Punta Gorda .....	86.0
Bartow .....	13.0	Moffitt .....	45.6	Acline .....	90.2
Ice Factory Spur.....	13.8	Buchanan.....	48.4	Gilchrist .....	99.1
Homeland .....	19.2	Gardner.....	52.5	Samville .....	106.8
Fort Meade.....	23.9	Brownsville.....	56.0	Tice .....	109.8
Jane Jay.....	28.4	Arcadia.....	62.0	Fort Myers.....	114.0
Bowling Green.....	31.7	Nocatee.....	66.0		

## Sanford to Trilby.

Sanford .....	0.0	Fullers .....	26.6	Varnell .....	48.0
Sanford Junction.....	0.1	Crown Point.....	27.9	Groveland .....	49.8
New Upsala .....	2.3	Brannons .....	29.0	Mascotte .....	52.8
Twin Lakes.....	3.3	Winter Garden.....	30.1	Tuscanooga .....	56.0
Sylvan Lake.....	4.8	Tildenville .....	31.7	Mable .....	59.0
Island Lake.....	7.2	Oakland .....	32.9	Linden .....	62.0
Glen Ethel.....	11.2	Killarney .....	35.0	Tarrytown .....	63.2
Palm Springs.....	13.8	Cynthiana .....	38.0	Riverland .....	67.2
Forest City.....	16.5	Mohawk .....	40.0	Lacoochee .....	71.1
Toronto .....	19.0	Minneola .....	41.9	Trilby .....	74.6
Lakeville .....	21.0	Clermont .....	43.5		
Clarcona .....	22.8	Parkers Crossing.....	46.0		

# Lakeland to Waycross.

Lakeland .....	0.0	Ladonia .....	73.6	Burlington .....	155.5
Galloway .....	6.0	Gibara .....	77.0	Branford .....	162.5
Kathleen .....	7.6	Gulf Junction.....	79.3	O'Brien .....	168.0
Stokes .....	11.5	Dunnellon .....	80.8	McAlpin .....	174.9
Millards .....	15.6	Chatmar .....	83.0	Pinemount .....	176.6
Lumberton .....	20.0	Juliette .....	85.3	Padlock .....	181.4
Richland .....	20.8	Romeo .....	92.5	Live Oak.....	186.1
Ellerslie .....	23.0	Morrison .....	97.6	North Live Oak.....	187.1
Collins .....	26.0	Montbrook .....	100.8	Byrd's Still.....	188.5
Dade City.....	27.5	Williston .....	105.1	Rixsford .....	190.5
Owensboro .....	33.0	Raleigh .....	109.0	Suwannee .....	193.1
Trilby .....	34.0	Archer .....	116.5	Marion .....	196.8
Rital .....	38.2	Half Moon.....	121.9	Jasper .....	202.2
Croom .....	43.1	Newberry .....	126.3	Bakers Mill .....	206.2
Istachatta .....	49.1	Lexington .....	128.7	Tarver, Ga.....	214.7
Pineola .....	52.0	Clark .....	134.5	Alexanderville, Ga.....	217.7
Floral City.....	56.0	High Springs .....	139.5	Haylow, Ga.....	223.5
Inverness .....	62.8	Fort White.....	148.8	Withers, Ga.....	225.4
Hernando .....	68.3	Lake City Junction.....	151.7	Dupont, Ga.....	234.4
Holder .....	73.0	Hildreth .....	155.4	Waycross, Ga.....	269.3

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## High Springs to Burnett's Lake.

High Springs .....	0.0	Alachua .....	7.6	Burnett's Lake .....	9.3
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# ATLANTIC COAST LINE RAILWAY—Continued.

## Between Dunnellon and Wilcox.

Wilcox Junction.....	0.0	Otter Creek.....	22.7	Dunnellon .....	51.3
Chiefland .....	9.4	Lebanon .....	36.4		

## Ocala to Homosassa.

Ocala .....	0.0	Leroy .....	14.7	Gulf Junction.....	28.0
Ocala Junction.....	0.9	Rock Springs .....	18.7	Citronelle .....	35.0
Martel .....	9.0	Juliette .....	22.0	Crystal River .....	40.5
York .....	12.4	Dunnellon .....	26.5	Homosassa .....	49.9

## Sanford to Astor.

Sanford .....	0.0	Ethel .....	10.3	Eustis .....	33.3
Sanford Junction.....	0.8	Cassia .....	12.3	Fort Mason .....	35.2
New Upsala.....	2.3	Wayland .....	14.9	Umatilla .....	39.3
Twin Lakes.....	3.3	Lovejoy's Mill.....	16.3	Altoona .....	42.4
Sylvan Lake.....	4.8	Sorrento .....	17.9	Pittman .....	44.5
Paola .....	5.3	Mount Dora.....	23.4	Astor .....	60.0
Markham .....	7.3	Tavares .....	28.8		

## Sanford to Lake Charm.

Sanford .....	0.0	Rutledge .....	5.0	Clifton .....	12.0
Sanford Junction.....	0.8	Mecca Junction.....	5.6	Oviedo .....	17.0
Fort Reed.....	3.2	Clydes .....	7.4	Lake Charm.....	18.4

Leesburg to Fort Mason.

Leesburg .....	0.0	Lisbon .....	8.5	Fort Mason .....	13.8
Orange Bend.....	7.4	Grand Island.....	12.0		

Tavares to Lane Park.

Tavares .....	0.0	Lane Park.....	3.0		
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Kissimmee to Apopka.

Kissimmee .....	0.0	Isleworth .....	18.0	Ocoee .....	24.5
Shingle Creek.....	4.3	Windemere .....	18.5	Clarcona .....	29.3
McLane's .....	8.7	Gotha .....	21.1	Apopka .....	33.1

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Kissimmee to Narcoossee.

Kissimmee .....	0.0	Carolina .....	4.5	Runnymede .....	12.8
Hammock Grove.....	1.0	St. Cloud .....	9.0	Narcoossee .....	14.4
Wadleys Crossing.....	3.0	Ashton .....	10.0		

Lake Alfred to Bartow.

Lake Alfred .....	0.0	Eagle Lake .....	9.0	Bartow .....	16.7
Florence Villa .....	3.5	Gordonville .....	12.0		
Winter Haven.....	5.0	Excelsior Park.....	13.2		

**ATLANTIC COAST LINE RAILWAY—Continued.**  
**DeLand Junction and DeLand.**

DeLand Junction.....	0.0	Stetson .....	2.1	DeLand .....	4.0
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**Winston to Fort Meade.**

Winston .....	0.0	Kingsford .....	12.0	Phosphoria .....	19.9
Medulla .....	5.8	Achan .....	13.8	McDowell .....	20.0
Christina .....	7.5	Pierce .....	13.8	Agricola .....	21.4
Bone Valley Junction.....	8.8	Nichols .....	15.0	Marquis Mill.....	24.0
Prairie Junction .....	9.0	Pebbledale .....	15.4	Tiger Bay.....	25.3
Mulberry .....	10.8	Green Bay.....	17.2	Ft. Meade.....	28.8

**Sanford to Mecca Junction.**

Sanford .....	0.0	Beck Hammock.....	3.5	Palm Villa.....	8.0
Brisson .....	1.6	Moore's .....	4.4	Mecca .....	8.8
Sipes .....	2.2	Cameron City.....	5.6	Mecca Junction.....	9.4
Beardall .....	2.6	Crippen .....	6.3		

**Thonotosassa Junction to Thonotosassa.**

Thonotosassa Junction.....	0.0	Hillsboro .....	7.0	Thonotosassa .....	11.0
Harney .....	5.5	Idlewild Park.....	8.5		

**Croom to Brooksville.**

Croom .....	0.0	Brooksville .....	10.0		
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Proctor to Citra.

Proctor .....	0.0	Citra .....	6.1		
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Palatka to Rochelle.

Palatka .....	0.0	Hollister .....	11.5	McMeekin .....	25.3
O. V. Junction.....	1.6	Interlachen .....	16.6	Hawthorne .....	30.0
Francis .....	4.4	Edgar .....	21.2	Grove Park.....	34.7
Akomi .....	10.1	Johnson .....	22.7	Rochelle .....	38.9

Micanopy Junction to Tacoma.

Micanopy Junction.....	0.0	Micanopy .....	3.4	Tacoma .....	3.4
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Lake City to Lake City Junction.

Lake City.....	0.0	Columbia .....	10.7	Lake City Junction.....	18.7
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Monticello to Thomasville.

Monticello .....	0.0	Metcalf .....	14.1	Thomasville, Ga.....	24.1
Fincher .....	11.6				

River Junction to Climax.

River Junction.....	0.0	Faceville, Ga.....	14.9	Climax, Ga.....	30.3
Recovery .....	8.8	Fowltown, Ga.....	21.6		

**ATLANTIC COAST LINE RAILWAY—Continued.**

**Haines City to Moore Haven.**

Haines City.....	0.0	Avon Park.....	38.5	Hicoria .....	74.2
Dundee .....	6.9	Sebring .....	46.5	Venus .....	79.9
Lake Wales.....	15.4	Istokpoga .....	55.6	Palmdale .....	88.9
Crooked Lake.....	21.3	Stearns .....	63.4	Moore Haven.....	105.5
Frostproof .....	27.8	Childs .....	69.4		

**Nichols to Mulberry.**

Nichols .....	0.0	Mulberry .....	4.0		
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**Fanlew to Thomasville.**

Fanlew .....	0.0	Capitola .....	13.1	Stringer .....	27.9
Cody .....	6.4	Wadesboro .....	17.4	Fincher .....	31.7
Wimberly .....	8.6	Miccosukee .....	24.1	Metcalfe, Ga.....	34.2
El Destino.....	10.3	Copeland .....	27.9	Thomasville, Ga.....	44.2

**Uceta to Palmetto.**

Uceta .....	0.0	Ruskin .....	19.0	Gillett .....	31.0
Palm .....	1.0	Ross .....	22.0	Palmetto .....	36.0
Gardenville .....	9.0	Piney Point.....	27.0		

**SEABOARD AIR LINE RAILWAY.**  
**From Jacksonville to River Junction.**

Jacksonville .....	0.0	Ogden .....	64.3	Pinhook .....	140.0
West Jacksonville.....	2.3	Welborn .....	70.2	Braswell .....	141.9
Marietta .....	6.8	Houston .....	75.6	Lloyd .....	146.9
Priceville .....	9.0	Live Oak .....	81.0	Steel Creek.....	149.0
White House.....	10.4	Dickert .....	87.2	Capitola .....	151.5
Otis .....	13.4	Falmouth .....	90.9	Chaires .....	153.5
Baldwin .....	18.2	Swann .....	94.0	Perkins .....	160.1
Mattox .....	23.6	Ellaville .....	94.4	Tallahassee .....	165.0
Macclenny .....	27.1	Lee's .....	102.0	Ocklocknee .....	173.6
Glen St. Mary.....	29.5	West Farm .....	104.4	Lawrences .....	175.1
Drake .....	32.5	Madison .....	109.4	Carsons .....	176.0
Sanderson .....	36.4	Champaign .....	115.6	Midway .....	177.1
Olustee .....	46.3	Greenville .....	123.1	Quincy .....	189.0
Mt. Carrie.....	50.8	Linwood .....	127.0	Gretna .....	194.4
Watertown .....	56.4	Aucilla .....	130.6	Mt. Pleasant .....	197.7
Lake City.....	58.8	Drifton .....	138.0	River Junction .....	207.6

**Jacksonville to Tampa.**

Jacksonville .....	0.0	Baldwin .....	13.2	Lawtey .....	37.2
West Jacksonville.....	2.3	Fiftone .....	22.4	Horn .....	39.0
Marietta .....	6.8	Maxville .....	25.7	Temple .....	40.0
Priceville .....	9.0	Mudge .....	32.0	Starke .....	43.9
White House.....	10.4	Highland .....	32.1	Reynolds .....	46.0
Halsema .....	13.0	Mahoney .....	34.0	Thurston .....	49.0
Otis .....	13.4	Leghee .....	35.0	Hampton .....	50.2

# SEABOARD AIR LINE RAILWAY—Continued.

## Jacksonville to Tampa—Continued.

Eddys Spur.....	52.0	Santos .....	108.6	Crescent .....	159.0
Navarre .....	54.0	Pollys Mill.....	110.0	Dade City.....	163.7
Waldo .....	55.8	Thaggard .....	112.0	Pasadena .....	166.7
Maulsby .....	60.0	Bellevue .....	112.6	Phelps .....	170.6
Eighty-Nine .....	61.0	Greenleaf .....	114.0	Greer .....	171.0
Orange Heights.....	60.9	Summerfield .....	116.8	Zephyrhills .....	173.1
Campville .....	64.9	South Lake Weir Junction...	116.8	Bramlett .....	176.0
Campville Brick Track.....	65.0	Dallas .....	119.3	Crystal Springs.....	177.0
Goodwins .....	67.0	Oxford .....	122.3	Knights .....	184.4
Rex .....	68.0	Harris Siding.....	125.0	Plant City.....	188.4
Hawthorne .....	70.0	McRaneys .....	126.0	Oliphant .....	193.2
Lochloosa .....	76.4	Wildwood .....	126.9	Sidney .....	194.9
Island Grove.....	80.0	Monarch .....	130.0	Sand Brick.....	197.0
Citra .....	82.5	Hines .....	131.0	Valrico .....	198.4
Sparr .....	88.0	Coleman .....	131.4	Dickinson .....	200.0
Anthony .....	91.3	Warnell .....	134.0	Brandon .....	200.2
Spring Park.....	95.0	Panasoffkee .....	134.9	Limona .....	201.2
Oak .....	95.1	Ekal .....	135.5	Pitts .....	204.0
Silver Springs Junction.....	97.2	Bushnell .....	141.5	Yeomans .....	206.2
Ocala .....	101.0	St. Catherine .....	145.4	Fultons Spur.....	208.0
York Spur.....	103.0	Terrell .....	149.6	Tampa Northern Junction.....	208.9
Orange Avenue .....	105.0	Lacoochee .....	155.8	Ybor City.....	209.6
Millers .....	107.0	Owensboro .....	158.0	Tampa .....	210.5

Jacksonville to Savannah.

Jacksonville .....	0.0	Duval .....	13.3	Becker .....	27.6
F. & J. Junction .....	3.6	Tisonia .....	16.3	Evergreen .....	30.0
Panama .....	5.9	Hedges .....	21.2	Savannah, Ga. ....	137.4
Eastport Junction .....	10.0	Yulee .....	23.4		

Fernandina to Baldwin.

Fernandina .....	0.0	Italia .....	19.0	Inglehome .....	38.8
O'Neil .....	6.0	Callahan .....	27.2	Bryceville .....	41.0
Lofton .....	8.5	Crawford .....	31.6	Baldwin .....	47.2
Yulee .....	12.1	Dahoma .....	34.8		
Wilson .....	14.0	Verdie .....	37.0		

Waldo to Cedar Key.

Waldo .....	0.0	Palmer .....	24.2	Dutton's Spur .....	52.0
Millican .....	3.4	Orchard .....	26.0	Gulf Hammock .....	53.0
Fingers Mill .....	5.0	Archer .....	28.2	Wylly .....	58.4
Fairbanks .....	7.0	Camps Spur .....	32.0	Rosewood .....	60.6
Dowds Spur .....	10.0	Albion .....	33.5	Dix .....	61.0
Gainesville .....	13.8	Meredith .....	34.4	Sumner .....	63.0
Millards .....	16.0	Bronson .....	37.5	Luckens .....	68.1
Daysville .....	17.6	Otelia .....	40.0	Suskins .....	69.0
Hammock Ridge .....	18.7	Lennon .....	43.6	Cedar Keys .....	70.8
Arrendondo .....	19.8	Otter Creek .....	49.3		
Kanapaha .....	21.1	Ellzey .....	51.0		



# SEABOARD AIR LINE RAILWAY—Continued.

## Starke to Wannee.

Starke .....	0.0	LaCrosse .....	19.4	Central Junction.....	37.3
Pine Island.....	5.0	Getzens .....	20.2	Neals .....	41.3
Sampson Junction.....	6.4	Haynesworth .....	23.4	Williford .....	46.3
Wainwrights .....	7.6	A. C. L. Junction.....	25.3	Curtis .....	49.0
Clayno .....	10.1	Alachua .....	26.5	Bell .....	51.2
Atlantic .....	12.6	Hodges .....	29.3	Wannee .....	56.6
Brooker .....	14.6	Arno .....	32.6		
Thomasville .....	16.4	Buda .....	35.1		

## Buda to Norwillis.

Buda .....	0.0	Vanes Pen.....	6.0	Williams .....	9.0
Mutual .....	2.0	Mersey .....	7.0	Frankphos .....	9.0
Thames Junction.....	5.0	Fleetnor .....	8.0	Norwallis .....	9.0

## Archer to Inverness.

Archer .....	0.0	Morrison .....	19.5	Dunnellon .....	40.8
Eve .....	4.3	Standard .....	24.0	S. & H. Junction.....	41.9
Raleigh .....	6.8	Early Bird.....	26.8	Harrison .....	47.3
Hodgson .....	9.0	Eagle Mine.....	29.0	Johnsons .....	56.0
Gunnells .....	9.0	Hoyt .....	31.1	Inverness .....	58.6
Williston .....	11.4	Blue Run.....	40.0		
Montbrook .....	16.0	Blue Run Yard.....	40.0		

Wildwood to Orlando.

Wildwood .....	0.0	Sadie .....	14.6	Plymouth .....	36.8
Orange Home.....	3.1	Eldorado .....	14.8	Apopka .....	40.2
Bamboo .....	5.0	Cunninghams .....	16.0	Piedmont .....	43.1
Sprinks .....	6.6	Tavares .....	21.0	Toronto .....	44.5
Whitney .....	7.4	Ellsworth Junction.....	25.0	Hamilton .....	45.0
Mill Spur .....	8.0	Victoria .....	29.0	Lockhart .....	46.2
Montclair .....	9.0	Wallings .....	30.6	Fairvilla .....	49.5
Leesburg .....	11.3	Gainesboro .....	31.2	Modello Park.....	50.3
Sunnyside .....	14.0	Zellwood .....	32.8	Orlando .....	53.1
Birds .....	14.0	McDonald .....	35.1		

Orlando to Lake Charm.

Orlando .....	0.0	Lakemont .....	7.0	O. W. & L. Track.....	14.0
Rowena .....	2.8	Lake Howell.....	9.0	Lawtons Pkg. House.....	15.9
Morse .....	4.0	Golden Rod.....	10.3	Oveido .....	15.9
College Station.....	5.1	Bertha .....	11.0	Lake Charm.....	17.0
Winter Park.....	5.5	Gabriella .....	12.6		

Morrison to Ackert Spur.

Morrison .....	0.0	Akert Spur.....	0.5		
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# SEABOARD AIR LINE RAILWAY—Continued.

## Oliphant to Venice.

Oliphant .....	0.0	Ellenton Junction .....	40.6	Bradentown .....	45.4
Durant .....	5.2	Ellenton .....	41.4	Orange Spur .....	47.0
Lithia .....	9.0	Harlee .....	42.0	Oneco .....	47.9
Boyette .....	11.1	Harrison .....	42.0	Tallavast .....	50.0
Burnetts Crossing.....	16.0	Springstead .....	42.0	Rardins .....	52.0
Balm .....	16.6	Palmetto Junction.....	41.9	Sarasota .....	54.4
Wimauma .....	20.2	Palmetto .....	43.2	Fruitville Junction.....	58.2
Willow .....	26.0	Atwood Junction.....	43.0	Bee Ridge.....	61.8
Dickey .....	29.0	Manavista .....	44.0	Osprey .....	66.7
Parish .....	32.0	Terra Ceia Junction.....	39.0	Laurel .....	71.8
Erie .....	36.0	Terra Ceia.....	43.4	Nokomis .....	73.1
Vegetable .....	36.0	Manatee .....	44.2	Venice .....	74.5
Barber .....	40.0	Bradentown Junction.....	44.4		

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## Plant City to Nalaca.

Plant City .....	0.0	Edeson Junction .....	13.0	Alturas .....	35.5
Coronet Junction.....	2.2	Edeson .....	13.2	Peace Valley.....	40.3
Coronet .....	3.5	Nichols .....	15.6	Lake Wales .....	44.5
Trapnell .....	4.2	Mulberry .....	19.2	Baynard .....	50.0
Hopewell .....	6.4	Ridgewood .....	22.9	Hilderly .....	52.6
Alafia .....	8.5	Bartow .....	27.2	Walinwa .....	59.1
Keysville .....	10.4	Pembroke Junction .....	28.2	Florinda .....	63.8
Welcome Junction.....	10.9	Polk Lake.....	31.1	Nalaca .....	67.0
Welcome .....	13.0	Lake Garfield .....	32.5		

# Edeson Junction to Agricola.

Edeson Junction .....	0.0	Bradley Junction.....	7.2	Silver City.....	11.7
Stephens Spur .....	4.6	Macdowell .....	11.6	Agricola .....	12.1

# Tampa to Brooksville.

Tampa .....	0.0	Chapman .....	13.1	Weeks .....	39.1
Ybor City.....	1.9	Stemper .....	15.3	Ayers .....	39.7
T. N. Junction.....	2.2	Lutz .....	16.3	Powell .....	43.3
Gary .....	2.6	Deer Lake.....	17.8	Garrison .....	45.1
Parker .....	5.3	Denham .....	19.3	Salil .....	47.2
Hardee .....	5.8	Drexel .....	22.7	Tooke Lake Junction.....	47.6
Gulf Coast Junction.....	7.6	Fivay Junction .....	29.2	Brooksville .....	48.6
Flora .....	10.1	Greenfield .....	30.5		
Nowatney .....	11.1	Loyce .....	34.0		

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# Brooksville to Centralia.

Brooksville .....	0.0	Norman .....	8.4	Centralia .....	17.9
Tooke Lake Junction.....	1.0	Tooke Lake.....	13.4		
Wiscon' .....	6.4	Long Lake.....	14.9		

# Tallahassee to St. Marks.

Tallahassee .....	0.0	Woodville .....	9.5	Wakulla .....	15.2
Belair .....	4.0	Ferrell .....	10.1	Burns .....	17.0
Luterloh .....	6.3	Vareen .....	12.6	St. Marks .....	20.7

# SEABOARD AIR LINE RAILWAY—Continued.

## Tallahassee to Covington.

Tallahassee .....	0.0	Rose .....	12.9	Walkers Springs.....	30.0
St. Marks Junction.....	2.9	Cay .....	19.0	Covington .....	32.3
Corey .....	10.4	Wacissa .....	21.3		
Walton .....	12.9	Leonton .....	23.6		

## Morriston to Holder.

Morriston .....	0.0	Eureka Mine .....	23.0	Syndicate No. 1.....	29.0
Early Bird.....	6.0	Anderson Mine.....	23.0	Section No. 34 Mine.....	29.0
Blue Run Mine.....	20.0	Dunnellon .....	20.0	Section No. 26 Mine.....	33.0
Ray Mine.....	20.0	River Mine .....	21.0	Section No. 35 Mine.....	33.0
Dunnellon Mine.....	21.0	Section 20-A Mine.....	26.0	Inverness .....	38.0
Cullens Mine .....	21.0	Section 20-B Mine.....	26.0	Southern Mine .....	38.0
Marion Mine.....	21.0	Section 20-C Mine.....	26.0	Holder No. 1 Mine.....	40.0
Griggs Mine.....	21.0	Syndicate No. 3.....	28.0	Holder No. 2 Mine.....	40.0

## Drifton to Monticello.

Drifton .....	0.0	Monticello .....	4.1		
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## Dunnellon to Inglis.

Dunnellon .....	0.0	Mahaska .....	7.0	Station B .....	11.0
Rockwell .....	3.0	Station A.....	8.0	Inglis .....	15.0



**Tampa to St. Petersburg.**

Tampa .....	0.0	Tarpon Springs Junction....	15.4	Baskin .....	38.3
Ybor City.....	1.9	Bridgeport .....	23.0	Indian Beach Junction.....	38.0
Gary .....	2.6	Espiritu Santo Springs.....	26.2	Woodrow .....	39.4
Parker .....	5.3	Dellwood .....	26.7	Oakhurst .....	41.8
Hardee .....	5.8	Coachman .....	28.7	Seminole .....	42.9
Gulf Coast Junction.....	7.6	Clearwater .....	33.0	Tyrone .....	46.5
Sulphur Springs.....	8.0	Bellaire .....	34.3	Davista .....	48.9
Goldstein .....	9.7	Largo .....	36.6	Gulfport .....	50.9
Lake View.....	11.5	Annona .....	37.0	St. Petersburg.....	54.5

**Tarpon Springs Junction to Tarpon Springs.**

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Tarpon Springs Junction....	0.0	Cosme .....	5.0	Kimbrough .....	15.2
Lynn .....	1.0	Lake Fern.....	8.6	Lake Villa .....	18.0
Spivey .....	1.9	Gulf Pine.....	10.0	Tarpon Springs.....	21.0
Citrus Park.....	2.8	Keystone Colony.....	14.0		

**Lake Villa to Port Richey.**

Lake Villa.....	0.0	Elfers .....	4.6	Port Richey.....	7.2
Sans Souci.....	4.0				

# SEABOARD AIR LINE RAILWAY—Continued.

## Bradentown to Arcadia.

Bradentown .....	0.0	Verna .....	21.4	Lacy .....	39.0
Bradentown Junction.....	1.0	Parmelee .....	24.5	Pine Level.....	40.6
Manatee .....	1.3	Myakka City.....	28.5	Tryon .....	42.4
East Manatee.....	3.2	East Myakka .....	29.4	Nocatee Junction.....	44.1
Alsace .....	5.1	Manatee Lumber Co. Siding.	30.2	Belgium .....	47.0
Adalake .....	8.6	Edgeville .....	32.7	C. H. & N. Crossing.....	49.6
Lorraine .....	12.9	Parkton .....	35.2	Arcadia .....	50.3

# GEORGIA SOUTHERN AND FLORIDA RAILWAY.

## Palatka to Valdosta.

Palatka .....	0.0	Theresa .....	32.5	Winfield .....	80.0
A. C. L. Junction.....	1.0	Hampton .....	36.4	Suwannee Valley .....	82.8
Woodburn .....	7.6	Sampson City.....	42.1	White Springs.....	86.3
Carraway .....	10.6	New River.....	46.8	Winn .....	89.7
Baywood .....	13.0	Lake Butler.....	53.1	Genoa .....	93.2
Florahome .....	16.9	Guilford .....	58.1	Jasper .....	103.8
Grandin .....	18.9	Lulu .....	63.7	Avoca .....	109.9
Putnam Hall.....	21.5	Jefferson .....	67.0	Jennings .....	115.3
Lake Geneva.....	26.1	Watertown .....	73.3	Melrose, Ga.....	118.8
Brooklyn .....	28.2	Lake City.....	77.4	Valdosta, Ga.....	134.4

**Jacksonville to Macon.**

Jacksonville .....	0.0	Kent .....	22.7	Ewing .....	56.2
J. & S. W. Crossing.....	3.6	St. George.....	26.9	Valdosta, Ga.....	110.1
Hoyt .....	5.1	Clarking .....	31.8	Tifton, Ga.....	156.6
King's Grove.....	7.5	Moniac .....	38.7	Macon, Ga.....	261.8
Plummer .....	11.4	Baxter .....	39.5		
Crawford .....	17.7	Eddy .....	45.6		

**TAMPA & JACKSONVILLE RAILWAY.**

Sampson City.....	0.0	Rocky Point.....	25.7	Hickman .....	41.5
Graham .....	4.5	Hailes Siding.....	28.3	Southside .....	42.4
Louise .....	5.8	Wacahoota .....	29.3	Dungarvin .....	43.4
Cyril .....	7.0	Lisman .....	30.0	Irvine .....	45.0
Bellamy .....	11.5	Clyatts .....	32.6	Williams Siding.....	46.0
Ellithorpe .....	16.0	Kirkwood .....	33.3	Fort Drane.....	46.3
A. C. L. Crossing.....	19.0	Tacoma .....	34.4	Fairfield .....	48.0
Gainesville .....	20.0	Micanopy .....	36.7	Cara .....	51.5
S. A. L. Crossing.....	20.3	Tuscawilla .....	39.2	Melton .....	52.5
Cannon's .....	24.5	Simonton .....	39.9	Emathla .....	56.0

# LIVE OAK, PERRY & GULF RAILROAD.

Live Oak.....	0.0	Mayo Junction.....	20.7	Perry .....	44.0
S. A. L. Crossing.....	1.0	Day .....	22.0	Springdale .....	47.0
Starr .....	6.5	Silo .....	25.0	Pershing .....	48.0
Mercer .....	8.5	27-Mile Post .....	27.0	Hampton Springs.....	49.0
Newburn .....	10.0	Townsend .....	28.0	Murat Junction.....	54.0
Lancaster .....	14.0	Smith .....	33.0	59-Mile Post.....	59.0
Dowling Park.....	17.0	Fenholloway .....	38.0	Waylonzo .....	60.0
Chancey .....	18.0	Blue Creek Junction.....	40.0	Loughridge .....	64.0

## Mayo Branch.

Mayo Junction.....	0.0	Peterson .....	7.8	Alton .....	14.3
Dell .....	4.8	Mayo .....	12.0		

# LOUISVILLE & NASHVILLE RAILROAD.

## Pensacola to River Junction.

Pensacola .....	0.0	Delaco .....	57.0	Caryville .....	100.0
Bohemia .....	6.0	Deerland .....	59.0	Long Pine.....	104.0
Gull Point.....	7.0	Claroy .....	61.0	Yette .....	107.0
Ynlestra .....	8.0	Lobes .....	62.0	Bonifay .....	108.0
Escambia .....	9.0	Mossy Head .....	66.0	Chipley .....	117.0
Mulat .....	13.0	Grandan .....	71.0	Aycock .....	123.0
Pace Junction.....	13.0	Bear Head.....	73.0	Cottondale .....	126.0
Harp .....	14.0	Danzig .....	73.0	Simla .....	128.0
Galt City.....	17.0	Tervin .....	79.0	Jarl .....	135.0
Bagdad Junction.....	19.0	Dixons .....	79.0	Marianna .....	136.0
Milton .....	20.0	DeFunlak Springs.....	79.0	Lulaton .....	138.0
Bayou Siding.....	21.0	Arnait .....	83.0	Oxton .....	139.0
Harold .....	30.0	Argyle .....	84.0	Roky .....	141.0
Yabbo .....	38.0	Summerville .....	85.0	Criglar .....	142.0
Holts .....	39.0	Ponce de Leon.....	91.0	Cypress .....	146.0
Galliver .....	41.0	Burnell .....	93.0	Grand Ridge.....	150.0
Zorid .....	43.0	Valle .....	93.0	Inwood .....	152.0
Milligan .....	46.0	Yarzo .....	95.0	Sneads .....	156.0
Crestview .....	50.0	Westville .....	97.0	River Junction.....	161.0

## Crestview to Florala.

Crestview .....	0.0	Campton .....	10.0	Laurel Hill.....	17.0
Auburn .....	5.0	Okaloo .....	13.0	Svea .....	21.0
Labro .....	6.0	Pineway .....	14.0	Florala .....	27.0
Garden City .....	7.0	Schulman .....	15.0		



LOUISVILLE & NASHVILLE—Contiueed.

Graceville to Esto.

Graceville .....	0.0	Wynnlum .....	5.0	Esto .....	8.0
Eleanor .....	3.0	Noma .....	7.0		

Pensacola Division.

Pensacola .....	0.0	Cottage Hill .....	16.3	Jacobi .....	29.0
Goulding .....	2.4	Quintette .....	18.7	McDavid .....	33.2
Brent .....	3.8	Molino .....	22.7	Thrifts .....	35.2
Olive .....	6.6	Noriagga .....	23.7	Bluff Springs .....	38.2
Roberts .....	11.4	Dolores .....	24.7	Pringe .....	40.2
Gonzales .....	12.4	Barth .....	25.7	Century .....	41.5
Cantonment .....	14.8	Pine Barren .....	27.0	Flomaton .....	43.5

Alabama Division.

Graceville .....	0.0	Noma .....	6.7	Georgiana, Ala.....	100.1
Eleanor .....	3.0	High Note.....	11.6	Montgomery, Ala.....	159.4

# APALACHICOLA NORTHERN RAILROAD.

River Junction to Port St. Joe.

River Junction.....	0.0	Causey .....	31.0	Buck's Still.....	66.6
Dolan .....	7.9	Clio .....	31.7	Beverly .....	67.6
Hardaway .....	8.5	Adrem .....	33.0	Borrow Pit.....	69.6
Greensboro .....	12.7	Trump .....	33.9	Draw Bridge .....	75.5
Juniper .....	14.6	Liberty .....	34.2	Franklin .....	76.5
Guest .....	17.1	Deerhunt .....	37.7	Apalachicola .....	79.5
Sedalia .....	17.3	Vilas .....	39.5	Wye .....	82.5
Elmira .....	18.9	South Vilas.....	40.2	Tilton .....	83.5
Eddy .....	19.0	Central City.....	42.5	Odena .....	92.0
Millman .....	21.6	Wilma .....	46.0	Nulsen .....	95.0
Lowrey .....	23.5	Criglar .....	48.0	Niles .....	99.3
Hosford .....	26.9	Sumatra .....	56.0	Port St. Joe.....	102.3
Evans .....	29.3	Coline .....	60.0		
Telogia .....	29.5	Fort Gadsden .....	62.5		

# ATLANTA & ST. ANDREWS BAY RAILWAY COMPANY.

St. Andrews .....	0.00	Saunders .....	27.03	Welchton .....	58.80
Panama City .....	2.79	Sherman .....	30.05	Jacobs .....	60.92
Millville Junction .....	5.06	Fountain .....	31.19	Campbellton .....	64.73
Mill Bayou .....	9.46	Betts .....	34.51	State Line (Siding) .....	68.27
Bayou George .....	13.29	Econfina .....	37.00	Madrid .....	70.66
Majette .....	15.07	Compass Lake .....	39.55	Hodgesville .....	73.68
Galco .....	17.58	Round Lake .....	43.93	Keyton .....	75.90
Cairo .....	18.27	Alford .....	46.74	Memphis .....	78.25
Nixon .....	20.35	Steele City .....	48.55	Carmichael .....	80.24
Youngstown .....	23.33	Cottdale .....	53.78	Dothan .....	84.14

# GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle .....	0.0	Raker Mill .....	31.0	Gibson .....	62.0
Lanark .....	5.0	Hilliardville .....	36.0	Havana .....	67.0
MacIntyre .....	13.0	Helen .....	38.0	Hinson .....	68.0
Curtis Mills .....	16.0	Spring Hill .....	40.0	Jamieson .....	71.0
Sopchoppy .....	19.0	S. A. L. Junction .....	49.0	Bainbridge, Ga. ....	90.0
Ashmore .....	21.0	Tallahassee .....	50.0	Arlington, Ga. ....	129.0
Millgrove .....	26.0	Saxon .....	54.0	Cuthbert, Ga. ....	156.0
Arran .....	29.0	Lake Jackson .....	59.0		

# Quincy Branch.

Havana .....	0.0	Littman .....	7.0	Quincy .....	11.0
Florence .....	5.0	Cory .....	9.0		

# SOUTH GEORGIA RAILWAY

Ga.-Fla. State Line.....	0.00	Spray .....	10.14	Boyd .....	33.73
Lovett .....	1.49	Greenville .....	13.43	Perry .....	38.91
Maysland .....	3.67	Sirmans .....	22.01	Hampton Springs .....	44.41
Wilson's Crossing .....	6.11	Shady Grove .....	26.67		
Dennett .....	8.56	Lake Bird .....	29.29		

(Figures from I. C. C. Valuation Measurements.)

# GEORGIA & FLORIDA RAILWAY.

Madison .....	0.0	Pinetta .....	10.4	Valdosta, Ga.....	28.0
Hanson .....	7.3	Olympia, Ga.....	14.6		

# CHARLOTTE HARBOR AND NORTHERN RAILWAY.

S. Boca Grande.....	0.0	Arcadia .....	48.9	Baird .....	81.2
Boca Grande.....	2.3	Bunker .....	51.7	Cottman .....	83.2
Gasparilla .....	5.3	Kinsey .....	57.4	Chicora .....	86.3
Placida .....	8.0	Limestone .....	58.9	Bradley Junction.....	89.1
McCall .....	15.6	Bridges .....	62.1	Martin Junction.....	93.6
Southland .....	17.6	Rector .....	67.1	Pierce .....	92.3
Murdock .....	23.5	Ona .....	66.9	Tiger Bay.....	92.1
Mars .....	25.5	Vandolah .....	69.3	Achan .....	93.8
Platt .....	33.9	Ft. Green Springs.....	74.7	Ridgewood .....	98.6
Ft. Ogden .....	36.9	Ft. Green.....	76.5	South Mulberry .....	96.7
Hull .....	39.6	Kalum .....	78.5	Mulberry .....	96.9
Nocatee .....	44.7	Ft. Green Junction.....	80.0		

**PENSACOLA, MOBILE & NEW ORLEANS RAILWAY.**

Pensacola .....	0.0	Millview Junction.....	6.29	Millview .....	7.29
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**PENSACOLA, MOBILE & NEW ORLEANS RAILWAY.**

Millview Junction.....	0.0	Klondyke .....	6.3	Muscogee .....	15.3
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**OCKLAWAHA VALLEY RAILROAD.**

Ocala .....	0.0	Daisy .....	14.4	Rodman Junction.....	41.7
Silver Springs Junction....	3.8	Ft. McCoy.....	18.8	Rodman .....	48.9
Silver Springs .....	5.8	Bay Lake.....	26.8	Stokely .....	48.1
Oak Junction .....	7.8	Orange Springs.....	30.8	O. N. Junction.....	52.1
Burbank .....	13.1	Kenwood .....	35.4	Palatka .....	53.7

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**TAVARES & GULF.**

Tavares .....	0.0	West Apopka.....	15.0	Tildenville .....	27.5
Ellsworth Junction.....	3.5	Montverde .....	18.0	Brayton .....	28.5
Astatula .....	7.5	Waits Junction .....	21.0	Winter Garden.....	29.0
Heatons .....	10.5	Killarney .....	24.5	Ocoee .....	31.4
Bear Spring.....	13.0	Oakland .....	26.5		

**Waits Junction to Clermont.**

Waits Junction .....	0.0	Mohawk .....	3.0	Clermont .....	6.0
Crenshaw .....	1.0	Minneola .....	4.5		



# MARIANNA & BLOUNTSTOWN RAILROAD.

Marianna .....	0.0	Cox .....	13.5	Sharpston .....	35.0
Oak Dale.....	4.9	Altha .....	15.8	Gaskins Siding.....	40.0
Simsville .....	7.5	Blountstown .....	26.7	Scotts Ferry .....	42.0
Rock Creek.....	9.0	Old Blountstown .....	29.0		
Sink Creek.....	11.3	Flowers Still.....	31.0		

# FLORIDA EAST COAST RAILWAY.

## Jacksonville to Key West.

Jacksonville .....	0.0	Dupont .....	90.1	Rockledge .....	174.6
South Jacksonville.....	1.3	Harwood .....	97.6	Bonaventure .....	179.4
Bowden .....	4.6	Volusia .....	99.0	Bugbee .....	182.7
Sunbeam .....	9.4	Tomoka .....	101.4	Eau Gallie .....	189.8
Greenland .....	12.8	Hotel Junction.....	104.0	Sarno .....	190.7
Bayard .....	15.2	Ormond Hotels.....	105.3	Melbourne .....	194.2
Durbin .....	20.6	Ormond .....	104.2	Tillman .....	197.5
Woodland .....	24.2	Holly Hill.....	107.0	Malabar .....	199.9
Sampson .....	27.3	Daytona .....	109.7	Valkaria .....	203.0
Magnolia Grove.....	31.5	Blake .....	112.5	Grant .....	205.6
Baker Siding.....	34.8	Port Orange.....	114.7	Micco .....	209.2
St. Augustine.....	36.7	Spruce Creek.....	119.5	Roseland .....	212.4
Dean Siding.....	37.3	Turnbull Bay.....	121.3	Sebastian .....	214.5
Hurds .....	44.2	New Smyrna.....	124.6	Wabasso .....	219.3
Elkton .....	47.1	Hawks Park .....	127.1	Quay .....	221.9
Armstrong .....	49.0	Hucomer .....	131.2	Gifford .....	225.5
Holy Branch.....	51.1	Oak Hill.....	136.4	Vero .....	227.8
Hastings .....	53.7	Lyrata .....	143.5	Oslo .....	231.1
Orange Mills.....	57.4	East Mims.....	150.3	Viking .....	234.6
East Palatka.....	61.4	Titusville .....	154.4	St. Lucie.....	238.9
San Mateo Junction.....	62.8	Indian River.....	157.6	Ft. Pierce.....	241.6
Yelvington .....	66.6	Pritchards .....	157.7	White City.....	246.3
Roy .....	68.8	Siwashe .....	162.6	Eldred .....	247.2
Dinner Island.....	76.4	Frontenac .....	165.4	Ankona .....	249.0
Neoga .....	81.2	Sharpes .....	167.4	Walton .....	252.4
Espanola .....	82.3	City Point.....	169.3	Eden .....	254.4
Bunnell .....	86.6	Cocoa .....	173.1	Jensen .....	256.8

FLORIDA EAST COAST RAILWAY—Continued.  
Jacksonville to Key West.

Rio .....	253.8	Hallandale .....	350.6	Key Largo .....	417.3
Gosling .....	260.5	Ojus .....	353.3	Rock Harbor .....	424.4
Stuart .....	261.4	Fulford .....	354.7	Tavernier .....	431.0
Salerno .....	266.5	Arch Creek .....	357.4	Plantation .....	434.1
Fruita .....	268.7	Biscayne .....	359.0	Quarry .....	438.6
Gomez .....	272.2	Little River .....	360.6	Islamorada .....	440.1
Hobe Sound .....	274.7	Lemon City .....	361.8	Central Supply .....	440.0
Likely .....	277.8	Buena Vista .....	363.2	Indian Key .....	445.2
Tropic .....	279.3	Miami .....	365.6	Crevalo .....	447.6
Jupiter .....	283.3	Cocoanut Grove .....	370.9	Cooks Siding .....	450.6
Prairie .....	290.5	Larkin .....	373.8	Crescent .....	455.1
Riveria .....	295.3	Kendal .....	376.4	Long Key .....	457.3
West Palm Beach .....	299.0	Benson .....	378.6	Toms Harbor .....	461.7
Royal Poinciana .....	299.7	Keys .....	379.5	Grassy .....	464.4
Breakers .....	300.3	Rockdale .....	380.2	Vaca .....	470.9
Lake Worth .....	306.2	Perrine .....	381.6	Marathon .....	474.1
Lantana .....	308.3	Peters .....	382.5	Knights Key Dock .....	476.8
Hypoluxo .....	309.4	Goulds .....	385.8	Bahia Honda .....	485.1
Boynton .....	312.2	Black Point .....	386.7	Spanish Harbor .....	488.7
Delray .....	316.9	Princeton .....	387.7	Big Pine .....	491.9
Yamato .....	321.0	Naranja .....	389.4	Ramrod Key .....	495.8
Boca Ratone .....	324.5	Modello .....	391.5	Cudjoo .....	499.9
Deerfield .....	327.0	Homestead .....	393.9	Sugarloaf .....	502.9
Pompano .....	333.1	Florida City .....	395.6	Chase .....	506.0
Colohatchee .....	338.3	Wooddall Siding .....	401.6	Big Cappitt .....	512.2
Fort Lauderdale .....	341.2	Everglade .....	408.3	Stock Island .....	518.5
Dania .....	345.9	Jewfish .....	415.4	Key West .....	522.0

**FLORIDA EAST COAST RAILWAY—Continued.**

**New Smyrna to Orange City Junction.**

New Smyrna .....	0.0	Indian Spring.....	10.0	Twin Oaks.....	24.4
Glencoe .....	3.2	Rogers .....	15.5	Orange City.....	25.5
Bond's New Spur.....	4.6	Bond's Spur.....	17.6	Orange City Junction.....	27.6
Briggsville .....	8.2	Lake Helen.....	20.7		

**Titusville to Enterprise Junction.**

Titusville .....	0.0	Aurantia .....	9.4	Osteen .....	29.5
Lagrange .....	2.1	Maytown .....	16.8	Garfield .....	33.8
Mims .....	4.3	Cow Creek.....	21.2	Enterprise .....	36.3
Turnbull .....	7.5	Farmton .....	23.5	Enterprise Junction.....	40.1
Turnbull Junction.....	8.0	Kalamazoo .....	27.0		

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**Jacksonville to Mayport.**

Jacksonville .....	0.0	Center Park .....	10.7	Atlantic Beach.....	20.3
South Jacksonville.....	1.3	San Pablo .....	14.6	Manhattan Beach.....	22.6
St. Nicholas.....	2.7	Pablo Beach.....	17.3	Burnside Beach.....	23.0
Springs Glen.....	4.1	Manatee Avenue.....	18.0	East Mayport .....	23.9
Hogan .....	6.1	Cashens .....	19.2	Mayport .....	25.4

**East Palatka to San Mateo.**

East Palatka.....	0.0	Howard's Ridge.....	2.6	San Mateo .....	4.1
San Mateo Junction.....	1.4				

# East Palatka to Palatka.

East Palatka.....	0.0	Water Street, Palatka.....	2.1	Palatka Station.....	2.7
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# New Smyrna to Okeechobee.

New Smyrna.....	0.0	Pocataw .....	47.1	Lokosee .....	99.9
Creighton .....	9.5	Wewahootee .....	51.5	Yeehaw .....	106.1
Maytown .....	17.6	Salofka .....	59.1	Osowaw .....	112.6
St. Johns River.....	23.8	Tohopkee .....	64.9	Fort Drum.....	118.9
Olacypco .....	24.1	Holopaw .....	71.2	Hilolo .....	122.9
Geneva .....	28.8	Illahaw .....	79.8	Efaw .....	127.7
Chuluota .....	35.9	Nittaw .....	84.7	Opal .....	131.8
Lake Pickett.....	39.4	Kenansville .....	90.0	Osceola .....	135.4
Bithlo .....	42.2	Apoxsee .....	96.1	Okeechobee .....	139.1

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# FELLSMERE RAILROAD.

Sebastian .....	0.0	River Bridge.....	4.5	Fellsmere .....	9.9
Kitching .....	3.7				

# ANDALUSIA, FLORIDA & GULF RAILROAD.

Galliver .....	0.0	Hilton .....	10.0	Mountain City.....	20.0
Baker .....	6.0	Blackman .....	15.0	Wing .....	24.0
Givens Junction.....	9.0	Blackman Junction.....	16.0	Falco, Ala.....	25.0



# OCALA & SOUTHWESTERN RAILROAD.

Ocala .....	0.0	Ray .....	6.0	Martel .....	23.6
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# BIRMINGHAM, COLUMBUS & ST. ANDREWS RAILROAD COMPANY.

## Chipley to South Port.

Chipley .....	0.0	Macom .....	16.0	Gothic .....	27.0
Washington .....	5.0	Tiller .....	19.0	Lake Meriel .....	30.0
Everett .....	8.5	Greenhead .....	20.5	Vicksburg .....	34.5
Wausau .....	11.0	Riverside .....	22.0	South Port.....	38.0

# GULF, FLORIDA AND ALABAMA RAILWAY.

Pensacola .....	0.0	Cantonment .....	17.9	Earnestville .....	34.5
West Pensacola.....	3.7	Muscogee .....	21.8	McKinnonville .....	35.9
Goulding Spur .....	5.7	Gateswood Junction.....	25.2	Buck Eye .....	41.9
Roberts .....	13.3	Barrineau Park .....	28.6	Walnut Hill.....	43.5
Gonzales .....	15.1	Tenile .....	31.3	Pine Forest.....	47.3

# MADISON SOUTHERN RAILWAY.

Madison .....	0.0	Lillian .....	5.0	Waco .....	7.
Weston .....	4.0	Alamo .....	6.0		

# PELHAM & HAVANA RAILROAD.

Havana, Fla.....	0.0	Calvary, Ga.....	9.0	Gradyville, Ga.....	21.0
Hinson, Fla.....	2.0	Reno, Ga.....	14.0	Cairo, Ga.....	24.0
Darsey, Fla.....	5.0	Cranford, Ga.....	18.0		

# MOORE HAVEN & CLEWISTON RAILWAY

Clewiston .....	0.0	Gunson .....	4.0	Benbow .....	10.0
Clewiston Dock .....	1.0	Liberty Point .....	7.0	Moore Haven .....	14.0
Waring .....	2.0	Frierson .....	8.0		





RAILROAD STATISTICS—CALENDAR YEAR 1920.  
GENERAL BALANCE SHEET—ENTIRE LINE.

ASSETS.												LIABILITIES.							
NAME OF ROAD.	Investment in Road and Equipment	Improvements on Leased Property.	Sinking Funds	Deposits in Lieu of Mortgaged Property Sold.	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Total Assets	Stock	Long Term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss	Total Liabilities
Andalusia, Florida & Gulf Ry. Co.	\$ 24,531.35	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .	\$ 3,112.41	\$ .	\$ .	\$ 27,643.76	\$ 25,000.00	\$ .	\$ 4,477.45	\$ .	\$ 3,097.29	\$ .	\$ 4,930.98	\$ 27,643.76
Apalachicola Northern R. R. Co.	2,864,375.63	. . . . .	. . . . .	. . . . .	512.50	. . . . .	50,000.00	140,303.74	58,761.88	51,165.50	3,165,119.25	1,000,000.00	2,000,000.00	1,306,653.93	61,199.29	54,386.05	2,387.77	†1,259,507.79	3,165,119.25
Atlanta & St. Andrews Bay Ry. Co.	1,535,697.36	. . . . .	. . . . .	. . . . .	5,291.96	. . . . .	. . . . .	64,916.91	154.50	12,606.51	1,618,667.24	300,000.00	850,000.00	329,978.47	374,680.25	75,182.01	. . . . .	†311,173.49	1,618,667.24
Atlantic Coast Line R. R. Co.	197,393,495.79	70,234.46	. . . . .	. . . . .	1,198,838.28	68,085,881.93	3,110,180.95	35,862,981.46	20,969,376.17	7,420,979.12	334,111,968.16	73,612,342.50	154,349,055.00	15,201,221.55	16,488,620.87	26,275,337.52	865,265.16	47,320,125.56	334,111,968.16
Birmingham, Columbus & St. Andrews R. R. Co.	27,748.99	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	2,689.29	. . . . .	. . . . .	30,438.28	. . . . .	11,263.06	22,176.27	. . . . .	6,352.52	. . . . .	†9,353.57	30,438.28
Charlotte Harbor & Northern Ry. Co.	3,901,402.01	. . . . .	. . . . .	. . . . .	34,202.69	101,001.00	3,071.17	880,644.97	47,427.40	16,635.71	4,984,384.95	4,000,000.00	96,000.00	469,992.82	. . . . .	134,913.96	. . . . .	283,478.17	4,984,384.95
East & West Coast Ry.	785,626.86	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	19,150.39	9,658.61	63,585.97	878,021.83	250,000.00	603,049.19	126,467.85	25,638.93	23,119.23	200.00	†150,453.37	878,021.83
*Fellsmere R. R.	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Florida Central & Gulf Ry.	790,772.13	. . . . .	. . . . .	. . . . .	. . . . .	3,750.00	. . . . .	59,608.53	38,348.16	61,402.60	987,631.42	200,000.00	688,334.24	113,212.34	21,373.48	62,588.30	286.62	†98,163.56	987,631.42
Florida East Coast Ry. Co.	53,074,251.58	. . . . .	. . . . .	5,474.74	172,749.34	646,364.34	659,247.36	6,533,084.53	5,360,844.12	2,094,858.08	68,546,874.09	12,500,000.00	37,800,000.00	6,196,838.39	5,467,501.45	1,628,994.06	95,543.53	4,857,996.66	68,546,874.09
Georgia & Florida Ry.	16,504,285.18	. . . . .	. . . . .	. . . . .	54,233.07	10,087.48	100.00	494,043.44	395,876.52	1,452,506.91	18,911,132.60	8,695,000.00	9,316,000.00	5,360,843.18	600,623.12	391,135.49	7,087.36	†5,459,556.55	18,911,132.60
Georgia, Florida & Alabama Ry. Co.	2,619,961.01	. . . . .	. . . . .	. . . . .	21,188.26	†2,361.15	5,000.00	337,266.07	261,790.25	191,567.90	3,434,412.34	572,000.00	2,113,000.00	1,168,440.15	291,297.02	188,123.73	2,778.73	†901,227.29	3,434,412.34
Georgia Southern & Florida Ry. Co.	13,000,194.93	. . . . .	. . . . .	. . . . .	67,445.51	340,173.48	17,301.00	1,815,140.02	13,894.66	2,086,416.33	17,340,565.93	3,768,600.00	6,534,336.09	1,882,655.74	1,631.77	3,026,752.78	38,287.04	2,088,902.51	17,340,565.93
Gulf, Florida & Alabama Ry. Co.	9,183,846.75	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	1,174.36	152,504.65	100.00	175,073.33	9,512,699.09	4,660,000.00	5,405,500.00	1,098,030.29	. . . . .	99,601.23	. . . . .	†1,750,432.43	9,512,699.09
Jacksonville Terminal Co.	3,315,034.17	. . . . .	. . . . .	. . . . .	83,290.60	. . . . .	. . . . .	566,422.92	258,184.25	63,457.44	4,286,389.38	375,200.00	3,068,425.32	467,296.90	297,106.90	12,144.42	. . . . .	66,215.84	4,286,389.38
Live Oak, Perry & Gulf R. R. Co.	1,424,899.68	. . . . .	. . . . .	. . . . .	15,536.30	. . . . .	. . . . .	78,565.59	25.00	6,977.22	1,526,003.79	600,000.00	804,000.00	51,420.70	962.63	56,844.92	. . . . .	12,775.54	1,526,003.79
Louisville & Nashville R. R. Co.	312,014,397.65	1,888,084.53	81,162.62	. . . . .	4,310,191.73	26,436,688.98	7,813,451.75	37,111,372.14	66,339,439.92	11,343,628.41	467,338,417.73	72,023,111.78	189,504,343.43	22,071,902.57	48,585,268.39	52,167,901.45	3,676,800.11	79,309,090.00	467,338,417.73
Madison Southern Ry. Co.	57,428.85	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	3,000.00	1,788.04	. . . . .	31.50	62,248.39	50,000.00	. . . . .	4,581.77	. . . . .	2,307.28	. . . . .	5,359.34	62,248.39
Marianna & Blountstown R. R. Co.	190,514.87	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	29,541.70	. . . . .	107,283.37	327,139.94	120,000.00	200,000.00	95,763.30	. . . . .	13,915.99	. . . . .	†102,539.35	327,139.94
Ocala Southwestern R. R. Co.	47,150.00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	427.91	. . . . .	. . . . .	47,577.91	25,000.00	. . . . .	45,722.73	. . . . .	2,053.81	. . . . .	†25,198.63	47,577.91
**Ocklawaha Valley R. R. Co.	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
*Pelham & Havana R. R. Co.	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Pensacola, Mobile & New Orleans Ry. Co.	237,062.00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	5,037.85	. . . . .	. . . . .	242,099.85	10,000.00	. . . . .	22,657.37	. . . . .	. . . . .	. . . . .	209,442.48	242,099.85
Port St. Joe Dock & Terminal Co.	1,122,538.52	. . . . .	. . . . .	. . . . .	142,395.17	. . . . .	2,000.00	5,740.28	. . . . .	4,423.84	1,277,097.81	100,000.00	1,054,460.35	186,814.16	. . . . .	†9.96	. . . . .	†64,166.74	1,277,097.81
Seaboard Air Line Ry. Co.	192,937,827.43	116,238.63	80.31	878,070.63	744,757.96	5,561,408.38	1,136,727.89	13,579,922.45	6,985,765.88	22,337,279.37	244,278,078.93	60,950,800.00	133,329,412.97	18,306,152.51	603,989.47	25,024,815.29	138,564.89	5,924,343.80	244,278,078.93
South Georgia Ry. Co.	492,178.47	. . . . .	. . . . .	. . . . .	28,452.12	8,500.00	10,000.00	81,343.32	180.95	15,329.50	635,984.36	58,000.00	199,000.00	78,054.07	. . . . .	90,331.23	. . . . .	210,599.06	635,984.36
St. Johns River Terminal Co.	1,355,454.67	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	436,182.88	. . . . .	434.36	133,066.29	192,513.20	1,266,559.71	357,019.61	7,594.62	227,626.81	7,716.52	†41,379.07	1,925,138.20
Tampa & Gulf Coast Ry. Co.	1,074,081.93	. . . . .	. . . . .	. . . . .	124,543.05	. . . . .	. . . . .	39,094.10	339,437.92	1,577,157.00	1,577,157.00	250,000.00	1,359,173.35	141,562.30	25,287.43	199,351.96	1,236.03	†399,454.07	1,577,157.00
Tampa & Jacksonville Ry. Co.	1,162,319.62	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	13,385.56	. . . . .	204.53	1,175,909.71	604,900.00	549,949.55	198,569.22	. . . . .	18,171.01	. . . . .	†195,680.07	1,175,909.71
Tampa Northern R. R. Co.	1,959,975.88	. . . . .	. . . . .	. . . . .	2,530.55	14,000.00	. . . . .	108,501.90	47,404.47	151,936.45	2,284,349.25	750,000.00	1,772,580.72	305,409.92	16,373.94	195,909.26	7,451.02	†763,375.61	2,284,349.25
Tampa Union Station Co.	256,950.29	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	12,200.26	56,124.10	14,800.00	340,074.65	30,000.00	240,000.00	13,817.13	35,179.24	2,842.91	. . . . .	18,235.37	340,074.65
Tavares & Gulf R. R. Co.	588,321.02	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	14,367.01	279.25	842.33	603,809.61	250,000.00	301,000.00	822,679.54	. . . . .	12,200.29	. . . . .	†782,070.22	603,809.61
Totals	\$819,942,324.62	\$ 2,074,557.62	\$ 81,242.93	\$ 883,545.37	\$ 6,881,616.04	\$101,239,244.44	\$ 12,811,254.48	\$ 98,534,589.27	\$ 100,883,164.55	\$ 48,145,496.13	\$1,191,477,035.45	\$245,879,354.28	\$553,415,442.98	\$ 76,450,412.23	\$ 72,904,328.80	\$109,995,990.84	\$ 4,843,604.78	\$127,987,901.51	\$1,191,477,035.45

\*Not furnished.  
†Deficit.  
\*\*Operating receiver only.

# STATISTICS



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1920.  
INCOME ACCOUNT, ENTIRE LINE.

NAME OF ROAD	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Tax Accruals	Uncollectable Railway Revenues	Net Revenue Carried to P. L. Account
Andalusia, Florida & Gulf Ry.....	\$ 32,789.21	\$ 29,834.98	\$ 2,954.23	\$ 3,339.97	\$ .....	† \$ 385.74
Apalachicola Northern R. R.....	315,971.19	342,680.80	† 26,689.61	18,432.49	263.01	† 45,385.11
Atlanta & St. Andrews Bay Ry.....	425,629.25	551,162.14	† 125,532.89	20,522.68	63.51	† 146,119.08
Atlantic Coast Line R. R.....	74,121,955.70	68,993,862.17	5,128,093.53	3,225,000.00	78,004.12	1,825,089.41
Birmingham, Columbus & St. Andrews R. R.....	47,506.53	40,197.58	7,308.95	3,873.14	.....	3,435.81
Charlotte Harbor & Northern Ry.....	743,894.61	531,581.24	212,313.37	59,280.22	158.63	152,874.52
East & West Coast Ry.....	73,688.18	120,726.90	† 47,038.72	12,070.34	.....	† 59,109.06
Fellsmere R. R.....	8,202.60	9,435.35	† 1,232.75	3,676.66	.....	† 4,909.41
Florida Central & Gulf Ry.....	89,916.74	139,372.19	† 49,455.45	16,573.37	.....	† 66,028.82
Florida East Coast Ry.....	13,701,190.64	10,749,368.64	2,951,822.00	597,896.69	23,689.76	2,330,235.55
Georgia & Florida Ry.....	1,519,192.19	2,297,238.11	† 778,045.92	83,581.53	958.98	† 862,586.43
Georgia, Florida & Alabama Ry.....	978,070.45	1,135,638.68	† 156,968.23	47,847.71	1,390.93	† 206,206.87
Georgia Southern & Florida Ry.....	5,433,079.25	5,391,094.69	41,984.56	193,423.27	2,727.24	† 154,165.95
Gulf, Florida & Alabama Ry.....	459,296.89	955,073.39	† 495,776.50	27,112.87	.....	† 522,889.37
Jacksonville Terminal Co.....	† 119,016.27	† 1,032,715.78	† 16,300.49	† 76,871.01	.....	† 60,570.52
Live Oak, Perry & Gulf R. R.....	311,178.31	256,452.99	54,725.32	14,754.00	54.20	† 39,917.12
Louisville & Nashville R. R.....	127,297,531.52	123,860,800.13	3,436,731.39	3,785,443.66	12,726.15	† 361,438.42
Madison Southern Ry.....	10,435.54	12,548.54	† 2,113.00	1,816.85	.....	† 3,929.85
Marianna & Blountstown R. R.....	77,702.93	56,301.35	21,401.58	3,792.00	.....	† 17,609.58
Ocala Southwestern R. R.....	11,640.68	12,719.63	† 1,078.95	828.10	.....	† 1,907.05
Oklawaha Valley R. R.....	72,348.92	75,404.44	† 3,055.52	.....	.....	† 3,055.52
Pelham & Havana R. R.....	.....	.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans Ry.....	35,405.24	31,541.51	3,863.73	5,540.50	.....	† 1,676.77
Port St. Joe Dock & Terminal Ry. Co.....	3,451.80	5,355.87	† 1,904.07	882.80	.....	† 2,786.87
Seaboard Air Line Ry.....	49,233,569.80	48,924,722.74	308,847.06	1,687,362.78	11,432.57	1,389,948.29
South Georgia Ry.....	322,848.04	247,226.45	75,621.59	21,586.51	.....	54,035.08
St. Johns River Terminal Co.....	† 121,958.06	† 618,365.55	† 496,407.49	† 44,420.10	.....	† 540,827.59
Tampa & Gulf Coast R. R.....	301,008.18	467,011.61	† 166,003.43	24,049.06	9.42	† 190,061.91
Tampa & Jacksonville Ry.....	97,046.78	80,674.95	16,371.83	8,200.83	.....	† 8,171.00
Tampa Northern R. R.....	176,489.80	231,800.82	† 55,311.02	33,994.27	25.25	† 89,330.54

Tampa Union Station Co.....	†	5,290.55	†	47,493.77	†	†	42,203.22	†	5,277.00	.....	†	†	47,480.22
Tavares & Gulf R. R.....		65,141.67		79,647.16	†		14,505.49		4,200.00	.....	†		18,705.49
Total.....		\$275,966,782.64		\$265,629,455.05	\$	10,337,317.59	\$	9,905,082.30	\$		131,503.77	\$	300,741.52

\*Not reported.

†Deficit.

‡Shown as information only. Not included in totals.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1920.  
PROFIT AND LOSS ACCOUNT, ENTIRE LINE.

NAME OF ROAD	Balance at Beginning of Year	Railway Operating Income Current Year	Net Miscellaneous Debits or Credits to Railway Income	Current Balance to Profit & Loss Account	Dividends Paid	Miscellaneous Debits or Credits to P. L. Account	Balance at Close of Year 1920
Andalusia, Florida & Gulf Ry. Co.	\$ * 708,337.38						
Apalachicola Northern R. R. Co.	30.03	385.74	4,317.50	4,703.24			713,010.59
Atlanta & St. Andrews Bay Ry. Co.	* 1,152,048.47	* 45,385.11	* 61,915.55	* 107,300.66		* 158.66	* 1,259,507.79
Atlantic Coast Line R. R. Co.	* 75,480.62	* 146,119.08	* 79,442.89	* 225,561.97		* 10,130.90	* 311,173.49
B., C. & St. A. R. R. Co.	44,308,081.38	1,825,089.41	5,929,217.55	7,754,306.96	4,810,869.00	68,606.22	47,320,125.56
Charlotte Harbor & Northern Ry. Co.	2,062.11	3,435.81	10,727.27	7,291.46			9,853.57
East & West Coast Ry.	* 121,148.14	* 152,874.52	* 1,177.00	* 154,051.52		* 8,278.51	* 283,478.17
Fellsmere R. R.	* 111,735.34	* 59,109.06	* 21,813.76	* 37,295.30			* 149,030.64
Florida Central & Gulf Ry.	* 4,394.68	* 4,909.41		* 4,909.41			* 9,304.09
Florida East Coast Ry. Co.	* 83,135.65	* 66,028.82	* 11,969.16	* 54,059.66		* 23,293.80	* 113,901.51
Georgia & Florida Ry.	3,390,481.14	2,330,235.55	942,527.09	1,387,708.46		79,807.06	4,857,996.66
Ga., Fla. & Ala. Ry.	* 4,446,056.19	* 862,586.43	* 2,877.89	* 865,464.32		* 148,046.04	* 5,459,556.55
Georgia Southern & Florida Ry.	* 844,093.58	* 206,206.87	* 135,320.00	* 70,886.87		* 13,753.16	* 901,227.29
Gulf, Fla. & Ala. Ry.	* 2,162,186.33	* 154,165.95	* 61,070.09	* 93,095.86	44,200.00	64,012.04	2,088,902.51
Live Oak, Perry & Gulf R. R.	* 1,244,174.80	* 522,889.37	* 32,078.33	* 490,811.04		* 15,446.59	* 1,750,482.43
Louisville & Nashville R. R.	13,089.52	39,917.12	39,183.04	734.08		1,048.08	12,775.52
Madison Southern Ry.	76,941,967.17	361,438.42	8,228,906.32	7,867,467.90	5,040,000.00	460,345.07	79,309,090.00
Marianna & Blountstown R. R.	10,211.73	3,929.85	922.54	4,852.39			5,359.34
Ocala Southwestern R. R.	* 90,988.77	* 17,609.58	* 29,160.16	* 11,550.58			* 102,539.35
Oklawaha Valley R. R.	* 17,097.96	* 1,907.05	* 6,193.62	* 8,100.67			* 25,198.63
Pelham & Havana R. R.	14,847.78	3,055.52	8,568.62	11,624.14			8,223.64
Pensacola, Mobile & New Orleans Ry.	† 7,177.56	1,676.77		1,676.77			8,854.33
Port St. Joe D. & T. Ry. Co.	* 56,317.71	* 2,817.24	* 5,008.88	* 7,824.12		* 24.91	* 64,166.74
Seaboard Air Line Ry.	6,832,777.20	1,389,948.29	1,417,550.94	27,602.65		936,036.05	5,924,843.80
South Georgia Ry.	211,804.88	54,035.08	43,534.55	10,500.53	13,920.00	2,213.65	210,599.06
St. John River Terminal Co.	* † 41,360.12	* † 540,827.59	* † 541,568.12	* † 740.53		* † 759.58	* † 41,379.07
Tampa & Gulf Coast Ry.	* 305,706.52	* 190,061.91	* 118,472.19	* 71,589.72			* 377,296.24
Tampa & Jacksonville Ry.	* 168,629.05	* 8,171.00	* 34,750.54	* 26,579.54		* 471.48	* 195,680.07
Tampa Northern R. R.	* 679,678.21	* 89,330.54	* 444.37	* 89,774.91			* 769,453.12

Tampa Union Station Co.....	†	15,937.15	* †	47,480.22	†	49,778.44	†	2,298.22	.....	†	18,235.37
Tavares & Gulf R. R.....	*	705,619.62	*	18,705.49	*	35,708.88	*	54,414.37	.....	*	782,070.22
Total.....		\$123,303,891.08	\$	300,711.15	\$	14,652,293.95	\$	14,953,005.10	\$	9,908,989.00	*\$ 1,333,769.57
											\$127,014,137.61

†Not reported.

\*Denotes Debit or Deficit.

†Shown as information only. Not included in totals.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1920.  
OPERATING REVENUE—ENTIRE LINE.

NAME OF ROAD.	Freight	Passenger	Excess Baggage	Mail
Andalusia, Florida & Gulf Ry. Co.....	\$ 27,391.90	\$ 3,916.90	\$ .75	\$ 1,374.50
Apalachicola Northern R. R. Co.....	200,045.76	78,574.09	184.68	8,837.92
Atlanta & St. Andrews Bay Ry. Co.....	254,238.88	144,966.10	648.80	11,660.36
Atlantic Coast Line R. R. Co.....	48,193,386.71	19,138,399.42	145,741.83	2,578,457.79
Birmingham, Columbus & St. Andrews R. R. Co.....	32,960.48	11,697.35	8.63	1,930.86
Charlotte Harbor & Northern Ry. Co.....	568,195.48	44,726.71	181.49	8,341.10
East & West Coast Ry.....	57,712.59	12,220.67	43.84	2,243.22
Fellsmere R. R. ....	6,270.62	813.31	.....	750.12
Florida Central & Gulf Ry.....	87,445.64	491.95	.....	951.62
Florida East Coast Ry. Co.....	7,825,591.97	4,021,375.77	45,252.07	499,039.00
Georgia & Florida Ry.....	1,056,498.50	327,058.23	1,044.38	58,533.44
Georgia, Florida & Alabama Ry. Co.....	715,795.32	198,847.14	1,004.39	28,513.20
Georgia Southern & Florida Ry. Co.....	3,304,354.62	1,539,896.11	8,372.80	216,914.60
Gulf, Florida & Alabama Ry. Co.....	375,858.29	25,611.92	81.49	7,085.49
Jacksonville Terminal Co.....	.....	.....	.....	.....
Live Oak, Perry & Gulf R. R. Co.....	233,223.45	67,237.91	240.64	4,387.47
Louisville & Nashville R. R. Co.....	91,568,127.78	26,693,921.41	185,351.16	3,385,849.41
Madison Southern Ry. Co.....	10,106.39	320.05	.....	.....
Marianna & Blountstown R. R. Co.....	63,855.19	9,885.45	54.23	2,139.62
Ocala Southwestern R. R. Co.....	11,381.68	.....	.....	.....
Ocklawaha Valley R. R. Co.....	49,486.62	14,677.03	.....	2,538.78
*Pelham & Havana R. R. Co.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans Ry Co.....	31,068.18	1,206.85	.....	.....
Port St. Joe Dock & Terminal Co.....	2,598.10	.....	.....	.....
Seaboard Air Line Ry. Co.....	32,305,653.41	11,150,587.18	64,308.45	1,935,167.16
South Georgia Ry. Co.....	232,993.60	71,433.21	131.42	6,968.38
St. Johns River Terminal Co.....	.....	.....	.....	.....
Tampa & Gulf Coast R. R. Co.....	236,555.30	43,927.84	833.49	3,873.14
Tampa & Jacksonville Ry. Co.....	86,964.44	7,474.37	11.50	1,083.30
Tampa Northern R. R. Co.....	123,506.03	20,636.55	64.36	3,102.43
Tampa Union Station Co.....	.....	.....	.....	.....
Tavares & Gulf R. R. Co.....	62,750.46	345.80	.....	1,550.95
Totals.....	\$187,724,017.39	\$ 63,630,249.32	\$ 453,510.40	\$ 8,771,294.13

\*Not reported.

†Operating revenues closed out into operation of joint terminal facilities. Not included in totals. Shown in this manner as information.



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1920.  
OPERATING REVENUE—ENTIRE LINE—Continued.

NAME OF ROAD.	Express	Switching	All Other	Total Revenue
Andalusia, Florida & Gulf Ry. Co.....	\$ 13,054.39	\$ 439.50	\$ 105.16	\$ 32,789.21
Apalachicola Northern R. R. Co.....	8,594.27	489.00	14,834.85	315,971.19
Atlanta & St. Andrews Bay Ry. Co.....	1,935,414.52	358,734.96	5,081.84	425,629.25
Atlantic Coast Line R. R. Co.....	57.50	851.71	1,771,820.47	74,121,955.70
Birmingham, Columbus & St. Andrews R. R. Co.....	7,203.52	833.31	114,413.00	743,894.61
Charlotte Harbor & Northern Ry. Co.....	218.21	81.40	1,168.25	73,688.18
East & West Coast Ry.....	32.03	872.50	368.55	8,202.60
Fellsmere R. R.....	551,936.19	64,266.91	123.00	89,916.74
Florida Central & Gulf Ry.....	17,302.14	6,014.00	693,728.73	13,701,190.64
Florida East Coast Ry. Co.....	17,008.19	959.50	52,741.50	1,519,192.19
Georgia & Florida Ry.....	183,724.69	12,468.65	16,542.71	978,670.45
Georgia, Florida & Alabama Ry. Co.....	11,900.30	38,809.40	167,347.78	5,433,079.25
Georgia Southern & Florida Ry. Co.....	.....	.....	38,809.40	459,296.89
Gulf, Florida & Alabama Ry. Co.....	.....	.....	119,016.27	119,016.27
Jacksonville Terminal Co.....	3,614.06	265.00	2,209.78	311,178.31
Live Oak, Perry & Gulf R. R. Co.....	2,392,280.02	681,313.61	2,390,688.18	127,297,531.52
Louisville & Nashville R. R. Co.....	.....	.....	9.10	10,435.54
Madison Southern Ry. Co.....	.....	.....	1,768.44	77,702.93
Marianna & Blountstown R. R. Co.....	.....	110.00	149.00	11,640.68
Ocala Southwestern R. R. Co.....	.....	.....	5,646.49	72,348.92
Ocklawaha Valley R. R. Co.....	.....	.....	.....	.....
*Pelham & Havana R. R. Co.....	.....	.....	3,130.21	35,405.24
Pensacola, Mobile & New Orleans Ry Co.....	.....	.....	853.70	3,451.80
Port St. Joe Dock & Terminal Co.....	1,758,910.81	374,187.19	1,644,755.60	49,233,569.80
Seaboard Air Line Ry. Co.....	1,757.39	3,016.25	6,547.79	322,848.04
South Georgia Ry. Co.....	.....	191,976.54	129,981.52	121,958.06
St. Johns River Terminal Co.....	.....	797.20	6,328.10	301,008.18
Tampa & Gulf Coast R. R. Co.....	8,692.84	553.50	959.67	97,046.78
Tampa & Jacksonville Ry. Co.....	1,225.13	24,380.21	3,575.09	176,489.80
Tampa Northern R. R. Co.....	.....	.....	15,290.55	15,290.55
Tampa Union Station Co.....	.....	.....	.....	65,141.67
Tavares & Gulf R. R. Co.....	494.46	.....	.....	.....
Totals.....	\$ 6,901,462.86	\$ 1,541,740.49	\$ 6,944,506.05	\$275,966,782.64

\*Not reported.

†Operating revenues closed out into operation of joint terminal facilities. Not included in totals. Shown in this manner as information.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1920—(Continued).  
\*OPERATING EXPENSES—ENTIRE LINE.

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses.
Andalusia, Florida & Gulf Ry. Co.....	\$ 14,286.12	\$ 2,771.55	\$ 930.54	\$ 10,136.40
Apalachicola Northern R. R. Co.....	128,912.30	73,129.58	6,538.14	109,655.91
Atlanta & St. Andrews Bay Ry. Co.....	201,371.69	134,049.50	5,025.27	181,340.03
Atlantic Coast Line R. R. Co.....	12,306,513.15	17,025,590.33	1,018,167.64	36,386,142.51
Birmingham, Columbus & St. Andrews R. R. Co.....	19,996.55	4,529.36	496.55	12,838.41
Charlotte Harbor & Northern Ry. Co.....	113,282.54	109,120.01	14,322.85	268,789.22
East & West Coast Ry.....	70,892.79	8,118.14	720.30	34,705.54
Fellsmere R. R.....	501.93	1,401.24	.....	7,186.08
Florida, Central & Gulf Ry.....	62,084.42	28,850.70	255.71	42,893.27
Florida East Coast Ry. Co.....	2,151,914.79	2,449,195.58	122,272.54	5,467,248.17
Georgia & Florida Ry.....	708,810.60	327,651.90	44,159.22	1,064,043.09
Georgia, Florida & Alabama Ry. Co.....	281,844.44	229,034.19	24,239.54	537,159.92
Georgia Southern & Florida Ry. Co.....	930,926.84	1,299,502.03	97,921.32	2,876,782.45
Gulf, Florida & Alabama Ry. Co.....	295,173.15	172,500.50	41,105.89	405,348.11
Jacksonville Terminal Co.....	236,999.10	72,389.08	.....	678,899.02
Live Oak, Perry & Gulf R. R. Co.....	73,159.98	59,521.40	6,248.41	99,893.82
Louisville & Nashville R. R. Co.....	22,783,078.01	34,936,214.44	2,414,447.13	60,043,405.14
Madison Southern Ry. Co.....	3,378.71	2,949.58	292.88	3,899.86
Marlanna & Blountstown R. R. Co.....	11,619.11	12,360.64	739.44	24,965.16
Ocala & Southwestern R. R. Co.....	.....	.....	.....	.....
Ocklawaha Valley R. R. Co.....	20,107.14	17,236.61	.....	26,981.22
Pelham & Havana R. R. Co.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans Ry. Co.....	10,513.85	630.08	.....	14,431.80
Port St. Joe Dock & Terminal Co.....	4,361.40	.....	.....	52.50
Seaboard Air Line Ry. Co.....	8,235,751.38	11,462,033.44	1,355,615.69	25,407,195.87
South Georgia Ry. Co.....	81,824.16	38,261.91	4,561.87	100,484.49
St. Johns River Terminal Co.....	99,816.83	96,543.45	.....	415,361.03
Tampa & Gulf Coast R. R. Co.....	153,404.93	76,962.49	8,385.18	207,038.91
Tampa & Jacksonville Ry. Co.....	25,186.12	9,602.35	3,072.60	34,890.01
Tampa Northern R. R. Co.....	53,069.25	71,036.90	1,389.28	91,494.08
Tampa Union Station Co.....	3,867.70	.....	.....	41,391.58
Tavares & Gulf R. R. Co.....	29,722.56	12,502.44	1,995.65	31,937.37
Totals.....	\$ 48,771,687.91	\$ 68,614,756.89	\$ 5,202,903.62	\$ 133,470,439.34

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1920—(Continued).  
\*OPERATING EXPENSES—ENTIRE LINE.

NAME OF ROAD.	Miscellaneous Operations	General Expenses	Transportation for Investment	Total Operating Expenses
Andalusia, Florida & Gulf Ry. Co.....	\$ .....	\$ 1,710.37	\$ .....	\$ 29,834.98
Apalachicola Northern R. R. Co.....	24,424.87	29,375.65	.....	342,660.80
Atlanta & St. Andrews Bay Ry. Co.....	29,375.65	.....	.....	551,162.14
Atlantic Coast Line R. R. Co.....	471,089.81	1,813,503.03	7,144.30	68,993,862.17
Birmingham, Columbus & St. Andrews R. R. Co.....	.....	2,336.71	.....	40,197.58
Charlotte Harbor & Northern Ry. Co.....	.....	26,066.62	.....	531,581.24
East & West Coast Ry.....	.....	6,290.13	.....	120,726.90
Fellsmere R. R.....	.....	346.10	.....	9,435.35
Florida, Central & Gulf Ry.....	.....	5,288.09	.....	139,372.19
Florida East Coast Ry. Co.....	186,935.83	337,096.89	15,295.16	10,749,368.64
Georgia & Florida Ry.....	.....	122,573.30	.....	2,297,238.11
Georgia, Florida & Alabama Ry. Co.....	.....	63,360.59	.....	1,135,638.68
Georgia Southern & Florida Ry. Co.....	31,645.67	154,323.34	6.96	5,391,094.69
Gulf, Florida & Alabama Ry. Co.....	.....	40,945.74	.....	955,073.39
Jacksonville Terminal Co.....	.....	44,428.58	.....	1,032,715.78
Live Oak, Perry & Gulf R. R. Co.....	.....	18,129.38	.....	256,452.99
Louisville & Nashville R. R. Co.....	661,498.91	3,133,158.85	111,002.35	123,860,800.13
Madison Southern Ry. Co.....	.....	2,027.51	.....	12,548.54
Marianna & Blountstown R. R. Co.....	.....	6,617.00	.....	56,301.35
Ocala & Southwestern R. R. Co.....	.....	.....	.....	12,719.63
Ocklawaha Valley R. R. Co.....	.....	11,079.47	.....	75,404.44
Pelham & Havana R. R. Co.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans Ry. Co.....	.....	5,965.78	.....	31,541.51
Port St. Joe Dock & Terminal Co.....	.....	941.97	.....	5,355.87
Seaboard Air Line Ry. Co.....	478,652.28	1,985,834.26	360.18	48,924,722.74
South Georgia Ry. Co.....	.....	22,094.02	.....	247,226.45
St. Johns River Terminal Co.....	.....	6,644.24	.....	618,365.55
Tampa & Gulf Coast R. R. Co.....	.....	21,220.10	.....	467,011.61
Tampa & Jacksonville Ry. Co.....	.....	7,923.87	.....	80,674.95
Tampa Northern R. R. Co.....	.....	14,811.33	.....	231,800.82
Tampa Union Station Co.....	.....	2,234.49	.....	47,493.77
Tavares & Gulf R. R. Co.....	.....	3,489.14	.....	79,647.16
Totals.....	\$ 1,829,822.50	\$ 7,860,934.11	\$ 133,808.95	\$ 265,629,455.05

†Operating Expenses closed out into operation of Joint Terminal Facilities. Not included in totals. Shown in this manner as information.

\*No report.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1920.  
OPERATING REVENUES—STATE OF FLORIDA.

NAME OF ROAD.	Freight	Passenger	Excess Baggage	Mail
Andalusia, Florida & Gulf Ry. Co.....	\$ 21,913.52	\$ 3,133.52	\$ .....	\$ 1,099.60
Apalachicola Northern R. R. Co.....	200,045.76	78,574.09	184.68	8,837.92
Atlanta & St. Andrews Bay Ry. Co.....	205,935.83	115,766.25	548.25	9,327.28
Atlantic Coast Line R. R. Co.....	11,606,397.54	4,529,414.02	39,243.58	676,891.81
Birmingham, Columbus & St. Andrews R. R. Co.....	32,960.48	11,697.35	8.63	1,930.86
Charlotte Harbor & Northern Ry. Co.....	568,195.48	44,726.71	181.49	8,341.10
East & West Coast Ry.....	57,712.59	12,220.67	43.84	2,243.22
Fellsmere R. R. ....	6,270.62	813.31	.....	750.12
Florida Central & Gulf Ry.....	87,445.64	491.95	.....	951.62
Florida East Coast Ry. Co.....	7,825,591.97	4,021,375.77	45,252.07	499,039.00
Georgia & Florida Ry.....	14,319.93	4,692.81	47.50	1,768.36
Georgia, Florida & Alabama Ry. Co.....	168,374.86	73,642.02	381.67	10,331.61
Georgia Southern & Florida Ry. Co.....	635,351.12	296,128.42	1,610.20	41,720.00
Gulf, Florida & Alabama Ry. Co.....	107,198.52	5,657.77	9.89	2,224.84
Jacksonville Terminal Co.....	.....	.....	.....	.....
Live Oak, Perry & Gulf R. R. Co.....	233,223.45	67,237.91	240.64	4,387.47
Louisville & Nashville R. R. Co.....	2,258,218.10	962,912.69	7,399.31	97,255.28
Madison Southern Ry Co.....	10,106.39	320.05	.....	.....
Marlanna & Blountstown R. R. Co.....	63,855.19	9,885.45	54.23	2,139.62
Ocala Southwestern R. R. Co.....	11,381.68	.....	.....	.....
Ocklawaha Valley R. R. Co.....	49,486.62	14,677.03	.....	2,538.78
*Pelham & Havana R. R. Co.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans Ry. Co.....	27,259.33	893.57	.....	.....
Port St. Joe Dock & Terminal Co.....	2,598.10	.....	.....	.....
Seaboard Air Line Ry. Co.....	5,722,384.87	2,170,821.55	18,708.81	562,929.98
South Georgia Ry. Co.....	139,816.44	59,972.55	68.34	3,623.53
St. Johns River Terminal Co.....	.....	.....	.....	.....
Tampa & Gulf Coast R. R. Co.....	236,555.30	43,927.84	833.49	3,873.41
Tampa & Jacksonville Ry. Co.....	86,964.44	7,474.37	11.50	1,083.30
Tampa Northern R. R. Co.....	123,506.03	20,636.55	64.36	3,102.43
Tampa Union Station Co.....	.....	.....	.....	.....
Tavares & Gulf R. R. Co.....	62,750.46	345.80	.....	1,550.95
Totals.....	\$ 30,565,820.26	\$ 12,557,440.02	\$ 114,892.48	\$ 1,947,942.09

\*Not reported.

†Operating revenues closed out into operation of joint terminal facilities. Not included in totals. Shown in this manner as information.



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1920.  
OPERATING REVENUES—STATE OF FLORIDA—Continued.

NAME OF ROAD.	Express	Switching	All Other	Total Revenue
Andalusia, Florida & Gulf Ry. Co.....	\$ .....	\$ .....	\$ 21.77	\$ 26,168.41
Apalachicola Northern R. R. Co.....	13,054.89	439.50	14,834.85	315,971.19
Atlanta & St. Andrews Bay Ry. Co.....	7,163.90	79.50	4,067.66	342,888.67
Atlantic Coast Line R. R. Co.....	709,200.52	85,233.29	478,517.29	18,124,898.05
Birmingham, Columbus & St. Andrews R. R. Co.....	.....	57.50	851.71	47,506.53
Charlotte Harbor & Northern Ry. Co.....	7,203.52	833.31	114,413.00	743,894.61
East & West Coast Ry.....	218.21	81.40	1,168.25	73,688.18
Fellsmere R. R. ....	.....	.....	368.55	8,202.60
Florida Central & Gulf Ry.....	32.03	872.50	123.00	89,916.74
Florida East Coast Ry. Co.....	551,936.19	64,266.91	693,728.73	13,701,190.64
Georgia & Florida Ry.....	562.49	679.50	201.92	22,272.51
Georgia, Florida & Alabama Ry. Co.....	6,477.40	179.42	10,924.37	270,311.35
Georgia Southern & Florida Ry. Co.....	35,328.00	2,398.00	32,245.40	1,044,781.14
Gulf, Florida & Alabama Ry. Co.....	.....	3,736.69	12,241.95	131,069.66
Jacksonville Terminal Co.....	.....	.....	†119,016.27	†119,016.27
Live Oak, Perry & Gulf R. R. Co.....	3,614.06	265.00	2,209.78	311,178.31
Louisville & Nashville R. R. Co.....	78,097.79	28,592.31	175,797.95	3,608,273.43
Madison Southern Ry Co.....	.....	.....	9.10	10,435.54
Marianna & Blountstown R. R. Co.....	.....	.....	1,768.44	77,702.93
Ocala Southwestern R. R. Co.....	.....	110.00	149.00	11,640.68
Ocklawaha Valley R. R. Co.....	.....	.....	5,646.49	72,348.92
*Pelham & Havana R. R. Co.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans Ry. Co.....	.....	.....	2,086.81	30,239.71
Port St. Joe Dock & Terminal Co.....	.....	.....	853.70	3,451.80
Seaboard Air Line Ry. Co.....	417,411.94	76,628.89	518,353.71	9,487,234.75
South Georgia Ry. Co.....	1,757.39	1,568.44	3,610.27	210,416.96
St. Johns River Terminal Co.....	.....	†91,976.54	†29,981.52	†121,958.06
Tampa & Gulf Coast R. R. Co.....	8,692.84	797.20	6,328.10	301,008.18
Tampa & Jacksonville Ry. Co.....	.....	553.50	959.67	97,046.78
Tampa Northern R. R. Co.....	1,225.13	24,380.21	3,575.09	176,489.80
Tampa Union Station Co.....	.....	.....	†5,290.55	†5,290.55
Tavares & Gulf R. R. Co.....	494.46	.....	.....	65,141.67
Totals.....	\$ 1,842,470.26	\$ 291,748.07	\$ 2,085,056.56	\$49,405,369.74

\*Not reported.

†Operating revenues closed out into operation of joint terminal facilities. Not included in totals. Shown in this manner as information.



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1920—(Continued).  
OPERATING EXPENSES—STATE OF FLORIDA.

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses.
Andalusia, Florida & Gulf Ry. Co.	\$ 11,428.89	\$ 2,217.24	\$ 744.43	\$ 8,109.11
Apalachicola Northern R. R. Co.	128,912.30	73,129.58	6,538.14	109,655.91
Atlanta & St. Andrews Bay Ry. Co.	161,097.33	107,239.60	4,020.21	145,071.61
Atlantic Coast Line R. R. Co.	3,009,288.28	4,163,235.26	248,970.59	8,892,543.73
Birmingham, Columbus & St. Andrews R. R. Co.	19,996.55	4,529.36	496.55	12,838.41
Charlotte Harbor & Northern Ry. Co.	113,282.54	109,120.01	14,322.85	268,789.22
East & West Coast Ry.	70,892.79	8,118.14	720.30	84,705.54
Fellsmere R. R.	501.93	1,401.24	.....	7,186.08
Florida Central & Gulf Ry.	62,084.42	28,850.70	255.71	42,893.27
Florida East Coast Ry. Co.	2,151,914.79	2,499,195.58	122,272.54	5,467,248.17
Georgia & Florida Ry.	15,145.98	5,981.46	1,571.70	22,696.39
Georgia, Florida & Alabama Ry. Co.	122,236.14	67,548.31	8,874.38	193,892.94
Georgia Southern & Florida Ry. Co.	243,530.50	339,949.70	25,616.20	752,566.29
Gulf, Florida & Alabama Ry. Co.	92,690.97	54,165.22	12,907.25	127,279.39
Jacksonville Terminal Co.	* ‡ 34,919.81	‡ 30,330.69	.....	‡ 257,760.24
Live Oak, Perry & Gulf R. R. Co.	13,684.53	3,865.68	1,046.09	12,638.05
Louisville & Nashville R. R. Co.	682,060.42	836,832.01	59,811.51	1,855,214.43
Madison Southern Ry. Co.	3,378.71	2,949.58	292.88	3,890.86
Marianna & Blountstown R. R. Co.	11,619.11	12,360.64	739.44	24,965.16
Ocala Southern R. R. Co.	† .....	.....	.....	.....
Ocklawaha Valley R. R. Co.	20,107.14	17,236.61	.....	26,981.22
Pelham & Havana R. R. Co.	† .....	.....	.....	.....
Pensacola, Mobile & New Orleans Ry. Co.	90,833.61	441.08	.....	10,102.27
Port St. Joe Dock & Terminal Co.	1,877.47	.....	* 132.00	* 42.55
Seaboard Air Line Ry. Co.	1,872,622.29	2,406,250.00	308,938.43	6,296,652.15
South Georgia Ry. Co.	42,548.49	19,897.03	2,372.12	52,148.07
St. Johns River Terminal Co.	† 99,816.83	‡ 98,543.45	† .....	† 415,361.03
Tampa & Gulf Coast R. R. Co.	* 27,268.53	46,402.37	* 944.40	15,043.38
Tampa & Jacksonville Ry. Co.	25,186.12	9,602.35	3,072.60	34,890.01
Tampa Northern R. R. Co.	6,993.62	35,178.51	406.80	15,796.07

Tampa Union Station Co.....	†	76.54	.....	.....	†	7,619.45
Tavares & Gulf R. R. Co.....		29,722.56	12,502.44	1,995.65		31,937.37
Totals.....	\$	8,894,568.70	\$ 10,868,199.70	\$ 824,909.97	\$	24,465,701.55

†Not reported.

\*Credit.

†Operating Expenses closed out into operation of Joint Terminal Facilities. Not included in totals. Shown in this manner as information.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1920—(Continued).  
OPERATING EXPENSES—STATE OF FLORIDA.

NAME OF ROAD.	Miscellaneous Operations	General Expenses	Transportation for Investment Credit	Total Operating Expenses
Andalusia, Florida & Gulf Ry. Co.....		1,368.29		23,867.96
Apalachicola Northern R. R. Co.....		24,424.87		342,660.80
Atlanta & St. Andrews Bay Ry. Co.....		23,500.63		440,929.38
Atlantic Coast Line R. R. Co.....	115,194.70	443,452.45	1,746.98	16,870,938.03
Birmingham, Columbus & St. Andrews R. R. Co.....		2,336.71		40,197.58
Charlotte Harbor & Northern Ry. Co.....		26,066.62		531,581.24
East & West Coast Ry.....		6,290.13		120,726.90
Fellsmere R. R.....		346.10		9,435.35
Florida Central & Gulf Ry.....		5,288.09		139,372.19
Florida East Coast Ry. Co.....	186,935.83	337,096.89	15,295.16	10,749,368.64
Georgia & Florida Ry.....		2,351.92		47,747.45
Georgia, Florida & Alabama Ry. Co.....		23,101.26		415,653.03
Georgia Southern & Florida Ry. Co.....	8,278.51	40,370.99	1.82	1,410,310.37
Gulf, Florida & Alabama Ry. Co.....		12,856.97		299,899.80
Jacksonville Terminal Co.....		18,024.06		271,195.18
Live Oak, Perry & Gulf R. R. Co.....		2,167.29		33,401.64
Louisville & Nashville R. R. Co.....	8,113.26	86,220.08	969.10	3,527,282.61
Madison Southern Ry. Co.....		2,027.51		12,548.54
Marianna & Blountstown R. R. Co.....		6,617.00		56,301.35
Ocala Southern R. R. Co.....				
Ocklawaha Valley R. R. Co.....		11,079.47		75,404.44
Penham & Havana R. R. Co.....				
Pensacola, Mobile & New Orleans Ry. Co.....		5,119.40		24,696.11
Port St. Joe Dock & Terminal Co.....		23.23		1,679.69
Seaboard Air Line Ry. Co.....	19,606.12	465,557.18	347.38	11,369,278.79
South Georgia Ry. Co.....		12,290.82		129,256.53
St. Johns River Terminal Co.....		6,644.24		618,365.55
Tampa & Gulf Coast R. R. Co.....		768.92		34,001.74
Tampa & Jacksonville Ry. Co.....		7,923.87		80,674.95
Tampa Northern R. R. Co.....		488.96		57,886.04

Tampa Union Station Co.....	.....	†	952.92	.....	†	8,648.91
Tavares & Gulf R. R. Co.....	.....		3,489.14	.....		79,647.16
Totals.....	\$ 338,128.42	\$	1,551,600.41	\$	18,360.44	\$ 46,924,748.31

†Not reported.

\*Credit.

†Operating Expenses closed out into operation of Joint Terminal Facilities. Not included in totals. Shown in this manner as information.

RAILROAD STATISTICS—CALENDAR YEAR 1920.  
MILEAGE OPERATED—ENTIRE LINE.

NAME OF ROAD.	Miles of Road	Miles of Second Main Track	Miles of Yard Track and Sidings	Total
Andalusia, Florida & Gulf Ry. Co.	25.50			25.50
Apalachicola Northern R. R. Co.	99.12		9.02	108.14
Atlanta & St. Andrews Bay Ry. Co.	84.64		8.08	92.72
Atlantic Coast Line R. R. Co.	4,888.32	345.12	1,124.53	6,357.97
Birmingham, Columbus & St. Andrews R. R. Co.	38.00		3.97	41.97
Charlotte Harbor & Northern Ry. Co.	112.68		25.45	138.13
East & West Coast Ry.	50.63		5.16	55.79
Fellsmere R. R.	10.79		2.01	12.80
Florida Central & Gulf Ry.	29.10		14.31	43.41
Florida East Coast Ry. Co.	764.75		216.14	980.89
Georgia & Florida Ry.	405.13		51.48	456.61
Georgia, Florida & Alabama Ry. Co.	192.86		23.29	216.15
Georgia Southern & Florida Ry. Co.	402.05		112.78	514.83
Gulf, Florida & Alabama Ry. Co.	142.89		28.95	171.84
Jacksonville Terminal Co.	4.40		34.98	39.38
Live Oak, Perry & Gulf R. R. Co.	83.88		9.46	93.34
Louisville & Nashville R. R. Co.	5,043.38	401.20	2,248.52	7,693.10
Madison Southern Ry. Co.	6.70		.80	7.50
Marianna & Blountstown R. R. Co.	43.56		.99	44.55
Ocala Southwestern R. R. Co.	23.00			23.00
Ocklawaha Valley R. R. Co.	54.00			54.00
Pelham & Havana R. R. Co.	25.00		1.00	26.00
Pensacola, Mobile & New Orleans Ry. Co.	47.12		3.87	50.99
Port St. Joe Dock & Terminal Co.	.72		.71	1.43
Seaboard Air Line Ry. Co.	3,563.21	25.31	1,043.00	4,631.52
South Georgia Ry. Co.	81.60		9.41	91.01
St. Johns River Terminal Co.	7.35		30.46	37.81
Tampa & Gulf Coast R. R. Co.	86.72	1.32	21.63	109.67
Tampa & Jacksonville Ry. Co.	56.00		2.00	58.00
Tampa Northern R. R. Co.	62.69	1.32	14.14	78.15



Tampa Union Station Co.....	1.38	.....	.25	1.63
Tavares & Gulf R. R. Co.....	33.95	.....	2.40	36.35
Grand Totals .....	\$ 16,471.12	\$ 774.27	\$ 5,048.79	22,294.18

MILEAGE OPERATED—CALENDAR YEAR 1920.

\*MILEAGE OPERATED (EXCLUSIVE OF YARD TRACK), STATE OF FLORIDA.

NAME OF ROAD.	LINE OWNED.		Lines of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under-Contract.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.
	Main Line.	Branches and Spurs.						
Andalusia, Florida & Gulf Ry. Co.....	20.00						20.00	
Apalachicola Northern R. R. Co.....	95.62	3.06				.44	99.12	
Atlanta & St. Andrews Bay Ry. Co.....	66.00				2.64		68.64	
Atlantic Coast Line R. R. Co.....	948.46	794.96			37.92	9.85	1,791.19	2.16
Birmingham, Columbus & St. Andrews R. R.	38.00						38.00	
Charlotte Harbor & Northern Ry. Co.....	95.36	14.16				3.16	112.68	
East and West Coast Ry.....	48.06					2.57	50.63	
Fellsmere R. R.....	10.88					.11	10.79	
Florida Central & Gulf Ry.....	29.10						29.10	
Florida East Coast Ry. Co.....	522.17	233.91		4.83		3.84	764.75	
Georgia & Florida Ry.....	13.38						13.38	
Georgia, Florida & Alabama Ry. Co.....	73.07	11.23					84.30	
Georgia Southern & Florida Ry. Co.....	152.91					9.76	162.67	
Gulf, Florida & Alabama Ry. Co.....	45.11						45.11	
Jacksonville Terminal Co.....	4.40						4.40	.76
Live Oak, Perry & Gulf R. R. Co.....	62.85	21.03					83.88	
Louisville & Nashville R. R. Co.....	216.75	28.70				1.08	246.53	
Madison Southern Ry. Co.....	6.70						6.70	
Marianna & Blountstown R. R.....	28.56	.99	15.00				44.55	
Ocala Southwestern R. R. Co.....	6.00			6.00		11.00	23.00	
Ocklawaha Valley R. R. Co.....	47.00				7.00		54.00	
Felham & Havana R. R. Co.....	5.70						5.70	
Pensacola, Mobile & New Orleans Ry. Co..	31.30						31.30	
Port St. Joe Dock & Terminal Co.....	.72	.71					1.43	
Seaboard Air Line Ry Co.....	988.60	39.34	7.25		1.46		1,036.65	
South Georgia Ry. Co.....	13.60			30.98			44.58	
St. Johns River Terminal Co.....	7.35					2.16	9.51	

Tampa & Gulf Coast R. R. Co.....	47.48	31.11	.....	.....	.....	8.13	86.72	.....
Tampa & Jacksonville Ry. Co.....	56.00	.....	.....	.....	.....	.....	56.00	.....
Tampa Northern R. R. Co.....	46.44	12.30	.....	.....	2.57	1.38	62.69	.....
Tampa Union Station Co.....	1.38	.....	.....	.....	.....	.....	1.38	.....
Tavares & Gulf R. R. Co.....	28.02	5.93	.....	.....	.....	3.39	37.34	.....
Totals.....	3,756.77	1,197.43	22.25	41.81	51.59	56.87	5,126.72	.....

\*Decrease.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1920.  
RAIL—LINE OPERATIONS—ENTIRE LINE.

NAME OF ROAD.	Total Revenue Passengers Carried	Average Miles Passengers Carried	Average Reve- nue per Passen- ger Carried	Total Tons Freight Reve- nue Hauled	Average Miles per Ton Hauled	Average Revenue per Ton Hauled
Andalusia, Florida & Gulf Ry. Co.....	\$ 2,843	34.31	\$ 1.37777	25,615	21.09	\$ 1.06936
Apalachicola Northern R. R. Co.....	69,890	30.60	1.12425	109,368	53.71	1.82910
Atlanta & St. Andrews Bay Ry. Co.....	100,327	26.73	1.15389	163,711	37.81	1.25792
Atlantic Coast Line R. R. Co.....	9,993,107	16.14	1.91516	17,324,916	189.92	2.78174
Birmingham, Columbus & St. Andrews R. R. Co.....	11,989	18.50	.97567	33,970	21.92	.97041
Charlotte Harbor & Northern Ry. Co.....	53,999	24.53	.82829	829,301	62.45	.68515
East & West Coast Ry.....	15,291	24.30	.79920	50,570	31.59	1.14124
*Fellsmere R. R.....	.....	.....	.....	.....	.....	.....
Florida Central & Gulf Ry.....	738	12.08	.66660	257,531	16.96	.33955
Florida East Coast Ry. Co.....	1,371,608	92.57	2.93187	2,052,244	288.11	3.81319
Georgia & Florida Ry.....	502,137	21.30	.65133	692,388	91.73	1.52586
Georgia, Florida & Alabama Ry. Co.....	262,276	24.38	.75816	496,762	95.43	1.44092
Georgia Southern & Florida Ry. Co.....	806,073	61.40	1.91037	1,749,464	161.43	1.88878
Gulf, Florida & Alabama Ry. Co.....	36,606	18.00	.69966	380,157	107.52	.98869
Live Oak, Perry & Gulf R. R. Co.....	111,110	19.89	.60514	194,346	36.84	1.20000
Louisville & Nashville R. R. Co.....	17,482,098	50.57	1.52693	47,098,325	198.91	1.94410
Madison Southern Ry. Co.....	1,729	5.00	.18511	12,762	5.00	.79191
Marianna & Blountstown R. R. Co.....	13,127	16.39	.75300	45,531	20.00	1.40240
†Ocala & Southwestern R. R. Co.....	.....	.....	.....	12,987	10.00	.89633
Ocklawaha Valley R. R. Co.....	17,863	54.00	.82109	46,808	54.00	1.05723
*Pelham & Havana R. R. Co.....	.....	.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans Ry. Co.....	1,766	20.71	.68338	47,551	17.39	.67447
†Port St. Joe Dock & Terminal Co.....	.....	.....	.....	.....	.....	.....
Seaboard Air Line Ry. Co.....	6,322,576	59.92	1.76361	12,981,210	195.90	2.49827
South Georgia Ry. Co.....	92,025	19.11	.77623	199,841	22.00	1.16589
Tampa & Gulf Coast R. R. Co.....	36,992	29.19	1.18750	145,962	30.51	1.62070
Tampa & Jacksonville Ry. Co.....	10,450	29.68	.71525	56,115	20.00	1.57962

Tampa Northern R. R. Co.....	27,776	23.05	.74296	142,824	42.11	.86474
Tavares & Gulf R. R. Co.....	583	12.50	.59314	75,471	9.39	.83145

\*Not reported.

†Handles freight traffic only.



WRECKS AND ACCIDENTS REPORTED  
STATE OF FLORIDA—CALENDAR YEAR 1921.

NAME OF RAILROAD.	Engine Equipment	Car Equipment	Track	Negligence or Carelessness of Employees	Collisions, All Causes	Derailments, Cause Unknown	Personal Accidents, Employees	Personal Accidents, Trespassers	Automobiles and Wagons Struck	Miscellaneous	Damage to Equipment	Damage to Track	Employees Killed	Employees Injured	Others Killed	Others Injured
Atlantic Coast Line Railroad.....	.....	2	2	2	.....	.....	.....	.....	.....	.....	\$ 10,686	\$ 2,238	.....	6	.....	36
Apalachicola Northern Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	20	170	.....	.....	1	.....
Atlanta & St. Andrews Bay Railway.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	40	.....	.....	.....	.....
Florida Central and Gulf Railway.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	190	30	.....	.....	.....	.....
Florida East Coast Railway.....	.....	12	4	2	1	5	.....	12	12	.....	27,451	4,666	2	.....	16	11
Georgia, Southern & Florida Railway	.....	.....	.....	.....	.....	.....	.....	3	1	.....	.....	.....	.....	.....	2	5
Louisville & Nashville Railroad.....	2	2	.....	1	.....	.....	.....	1	1	1	968	173	.....	.....	1	12
Marianna & Blountstown R. R.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....
Seaboard Air Line Railway.....	2	8	11	9	1	1	.....	1	1	4	28,011	5,005	1	6	1	16
Tavares & Gulf Railroad.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	2	175	.....	.....	.....	.....
Totals.....	4	25	22	14	2	6	1	17	6	6	76,328	12,597	4	12	21	70

STATISTICS OF BOAT LINE COMPANIES, CALENDAR YEAR 1920.  
WATER TRANSPORTATION COMPANIES OPERATING WITHIN THE STATE OF FLORIDA.

Name of Company	Business Address	Territory Served in General
Callahan Line.....	Bainbridge, Ga.....	Operates steamers between Bainbridge, Ga., and Apalachicola, Fla., and between Cochran's and Carr's Landings in Florida.
Clyde Steamship Co.....	New York City-Jacksonville, Fla.	Operates ocean-going steamers. River line on St. Johns River between Jacksonville, Sanford and Crescent City, Fla.
*St. Johns River Day Line.....	Jacksonville, Fla.....	Operates between Jacksonville and Green Cove Springs, Fla.
Kinzie Brothers Steamer Line.....	Ft. Myers, Fla.....	Operates from Ft. Myers to Captiva, Useppa and Sanibel Island.
Caloosahatchee River Steamboat Line.....	Ft. Myers, Fla.....	Operates between Ft. Myers and Alva, Denaud, LaBelle and Buckingham.
Merchants & Planters' Steamboat Line.....	Columbus, Ga.....	Operates steamer between Columbus, Ga., and Apalachicola, Fla.
Miami Steamship Co.....	New York City-Miami, Fla.....	Operates steamers between Miami and Jacksonville and Ft. Lauderdale, Fla.
Palatka-Jacksonville Steamboat Line.....	Palatka, Fla.....	Operates between Palatka and Jacksonville and landings on St. Johns River.
Pensacola, St. Andrews & Gulf S. S. Co.....	Pensacola, Fla.....	Operates steamers between Pensacola, Fla., Mobile, Ala., St. Andrews, Fla., Panama City, Fla., Millville and Apalachicola, Fla.
Tampa & St. Petersburg Transportation Co..	Tampa, Fla.....	Operates steamers between Tampa & St. Petersburg and points on Manatee River and Terra Ceia Bay.
Thronateeska Navigation Co.....	Bainbridge, Ga.....	Landing on Apalachicola & Flint Rivers.
*Successor to Independent Line Steamers.		

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1920.  
GENERAL BALANCE SHEET—ENTIRE LINE.

NAME OF ACCOUNT.	Callahan Line	Clyde Steamship Company	Kenzie Bros. Steamer Line	Miami Steamship Company
ASSETS.				
Investment in Real Property and Equipment.....	\$ 28,674.69	\$ 10,588,832.83	\$ 33,300.00	\$ 302,351.66
Reserve for Accrued Depreciation—Credit.....		2,352,241.98		117,354.70
Other Investments—Securities and Miscellaneous.....		601,949.45		
Working Assets and Accrued Income.....	1,773.98	3,015,806.74	9,356.04	461,888.66
Deferred Debit Items—Miscellaneous.....		606,607.42		10,180.78
Total Assets .....	30,448.67	\$ 12,550,954.46	\$ 42,656.04	\$ 657,066.40
LIABILITIES.				
Capital Stock .....	10,500.00	7,000,000.00	24,717.57	297,500.00
Funded Debt .....		3,169,000.00		
Working and Accrued Liabilities.....	29,960.03	989,793.88	14,869.35	114,246.09
Deferred Credit Items.....		999,032.06		63,425.42
Appropriated Surplus .....		184,469.50		
Profit and Loss Balance.....	†10,011.36	208,659.02	3,069.12	181,894.89
Total Liabilities .....	\$ 30,448.67	\$ 12,550,954.46	\$ 42,656.04	\$ 657,066.40

†Deficit.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1920.  
GENERAL BALANCE SHEET—ENTIRE LINE—Continued.

NAME OF ACCOUNT.	Palatka-Jack- sville Steam- boat Line	Pensacola, St. Andrews & Gulf S. S. Co.	Tampa & St. Petersburg Trans. Co.	Thronatees- ka Naviga- tion Co.	Total
<b>ASSETS.</b>					
Investment in Real Property and Equipment...	\$ 11,900.00	\$ 38,494.81	\$ 4,322.19	\$ 20,000.00	\$ 11,027,876.18
Reserve for Accrued Depreciation—Credit.....		7,922.25	174.72		2,477,693.65
Other Investments, Securities and Miscellaneous					691,949.45
Working Assets and Accrued Income.....	382.17	14,178.54	32,363.51		3,535,749.64
Deferred Debit Items—Miscellaneous.....					616,788.20
<b>Total Assets</b> .....	<b>\$ 12,282.17</b>	<b>\$ 44,751.10</b>	<b>\$ 36,510.98</b>	<b>\$ 20,000.00</b>	<b>\$ 13,394,669.82</b>
<b>LIABILITIES.</b>					
Capital Stock .....	\$ 10,400.00	\$ 25,000.00	\$ 15,000.00	\$ 11,000.00	\$ 7,394,117.57
Funded Debt .....					3,169,000.00
Working and Accrued Liabilities.....	7,071.30	4.51	55,320.60	8,550.00	1,219,815.76
Deferred Credit Items.....				10,000.00	1,072,457.48
Appropriated Surplus .....		8,000.00			192,469.50
Profit and Loss Balance.....	†5,189.13	11,746.59	†33,809.62	†9,550.00	346,809.51
<b>Total Liabilities</b> .....	<b>\$ 12,282.17</b>	<b>\$ 44,751.10</b>	<b>\$ 36,510.98</b>	<b>\$ 20,000.00</b>	<b>\$ 13,394,669.82</b>

†Deficit.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1920.  
INCOME ACCOUNTS DETAILED AND PROFIT AND LOSS BALANCES.

NAME OF ACCOUNTS	Callahan Line	Clyde Steamship Company	Kenzie Bros. Steamer Line	Miami Steamship Company
<b>Revenues:</b>				
Freight revenue .....	\$ 64,568.60	\$ 6,761,304.71	\$ 11,186.68	\$ 248,792.23
Passenger revenue .....	8,439.35	1,792,056.59	7,028.93	7,524.48
Other transportation revenue.....	120.00	504,412.96	10,839.40	2,131.21
Other than transportation revenue.....		1,798,228.21	207.25	8,202.46
Charter revenue .....		1,213,802.89		
<b>Total Revenue .....</b>	<b>\$ 73,127.95</b>	<b>\$ 12,069,835.36</b>	<b>\$ 29,262.26</b>	<b>\$ 266,650.38</b>
<b>Expenses:</b>				
Maintenance of equipment.....	\$ 3,419.91	\$ 2,748,775.56	\$ 4,402.07	\$ 41,937.73
Maintenance of terminals.....		164,122.86		
Traffic expenses .....		227,333.97		404.39
Transportation expenses .....	63,271.89	6,547,734.71	16,508.96	186,481.25
General expenses .....	6,185.20	667,522.57	3,447.94	29,937.16
Charter expenses .....		625,351.64		
<b>Total Expenses .....</b>	<b>\$ 72,877.00</b>	<b>\$ 10,980,840.81</b>	<b>\$ 24,358.97</b>	<b>\$ 258,760.53</b>
<b>Net Operating Revenue.....</b>	<b>\$ 250.95</b>	<b>\$ 1,088,994.55</b>	<b>\$ 4,903.29</b>	<b>\$ 7,889.85</b>
<b>Taxes .....</b>		<b>46,148.06</b>	<b>1,364.26</b>	
<b>Total Water Line Income.....</b>	<b>\$ 250.95</b>	<b>\$ 1,042,846.49</b>	<b>\$ 3,539.03</b>	<b>\$ 7,889.85</b>
<b>Other Income:</b>				
Gross income .....		173,016.60		14,136.34
Interest and other deductions.....	\$ 250.95	1,215,863.09	3,539.03	22,026.19
<b>Profit and Loss Balance.....</b>	<b>1,972.24</b>	<b>458,657.86</b>	<b>470.82</b>	<b>25,235.71</b>
<b>Profit and Loss Account:</b>				
Balance from Dec. 31, 1919.....	\$ 1,721.29	\$ 757,205.23	\$ 3,068.21	\$ 3,209.52
Current income—year 1920.....	8,290.07	538,035.07		185,104.41
Miscellaneous credits .....	1,721.29	757,205.23	3,068.21	3,209.52
Miscellaneous debits .....		70,716.81		
Dividends .....		81,227.95		
<b>Profit and Loss Balance Dec. 31, 1920.....</b>	<b>*\$ 10,011.36</b>	<b>\$ 208,659.02</b>	<b>\$ 3,068.21</b>	<b>\$ 181,894.89</b>

\*Deficit or Debit.



STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1920.  
INCOME ACCOUNTS DETAILED AND PROFIT AND LOSS BALANCES.

9—R. R.

NAME OF ACCOUNTS	Palatka-Jacksonville Steamboat Line	Pensacola, St. Andrews & Gulf S.S. Co.	Tampa & St. Petersburg Transporta- tion Co.	Thronateeska Navigation Company
<b>Revenues:</b>				
Freight revenue .....	\$ 12,350.00	\$ 98,666.05	\$ 11,931.28	\$ 9,170.95
Passenger revenue .....	1,085.79	8,945.20	89,003.81	.....
Other transportation revenue.....	.....	.....	8,748.98	.....
Other than transportation revenue.....	.....	2,045.00	.....	.....
Charter revenue .....	.....	.....	450.00	.....
<b>Total Revenue .....</b>	<b>\$ 13,435.79</b>	<b>\$ 109,656.25</b>	<b>\$ 150,134.07</b>	<b>\$ 9,170.95</b>
<b>Expenses:</b>				
Maintenance of equipment.....	\$ 816.51	\$ 7,917.63	\$ 10,964.83	\$ 10,264.19
Maintenance of terminals.....	.....	1,629.78	3,656.35	.....
Traffic expenses .....	.....	259.60	4,104.87	.....
Transportation expenses .....	20,390.58	84,916.55	87,757.72	70,094.46
General expenses .....	.....	5,833.84	13,668.20	445.96
Charter expenses .....	.....	.....	18,000.00	.....
<b>Total Expenses .....</b>	<b>\$ 21,207.09</b>	<b>\$ 90,750.39</b>	<b>\$ 138,151.97</b>	<b>\$ 17,719.61</b>
<b>Net Operating Revenue.....</b>	<b>*\$ 7,771.30</b>	<b>\$ 18,905.86</b>	<b>*\$ 28,017.90</b>	<b>*\$ 8,548.66</b>
<b>Taxes .....</b>	<b>.....</b>	<b>1,060.66</b>	<b>.....</b>	<b>.....</b>
<b>Total Water Line Income.....</b>	<b>*\$ 7,771.30</b>	<b>\$ 17,845.20</b>	<b>*\$ 28,017.90</b>	<b>*\$ 8,548.66</b>
<b>Other Income:</b>				
Gross income .....	.....	106.03	28.10	.....
Interest and other deductions.....	*\$ 7,771.30	\$ 17,951.23	*\$ 27,989.80	*\$ 8,548.66
Profit and Loss Balance.....	.....	7,253.75	5,819.82	.....
<b>Profit and Loss Account:</b>				
Balance from Dec. 31, 1919.....	.....	1,049.11	.....	1,001.34
Current income—year 1920.....	* 7,771.30	10,697.48	* 33,809.62	* 8,548.66
Miscellaneous credits .....	.....	.....	.....	.....
Miscellaneous debits .....	.....	.....	.....	.....
Dividends .....	.....	.....	.....	.....
<b>Profit and Loss Balance Dec. 31, 1920.....</b>	<b>*\$ 7,771.30</b>	<b>\$ 11,746.59</b>	<b>*\$ 33,809.62</b>	<b>*\$ 9,550.00</b>

\*Deficit or Debit.

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1920.  
COMPARATIVE GENERAL BALANCE SHEET—ENTIRE COMPANY

ASSETS.	American Rail- way Express Company
Real property and equipment.....	\$34,691,199.24
Investments in bonds.....	1,032,500.00
Time deposits and U. S. certificates of indebtedness.....	12,100,299.55
Cash.....	18,218,104.31
Special deposits.....	85,076.50
Loans and notes receivable.....	3,002,952.50
Traffic balances receivable.....	3,488.23
Receivable from agents and messengers.....	8,575,776.81
Miscellaneous accounts receivable.....	14,465,340.03
Material and supplies.....	2,806,507.02
Interest, dividends and rents receivable.....	286,469.61
Working fund advances.....	47,265.00
Rents and insurance paid in advance.....	481,421.86
Taxes paid in advance.....	111,430.95
Other unadjusted debits.....	1,399,466.39
Total assets.....	\$97,307,298.00
LIABILITIES.	
Capital stock contracted for and issued.....	\$34,642,000.00
Traffic balances payable.....	311,343.12
Audited accounts and wages unpaid.....	5,075,276.24
Miscellaneous accounts payable.....	3,478,657.38
Express privilege liabilities.....	11,602,266.61
Estimated tax liability.....	532,929.43
Other current liabilities.....	5,779,898.88
Deferred liabilities.....	36,705.47
Operating and insurance reserve.....	27,609,546.27
Accrued depreciation—buildings.....	914,358.26
Accrued depreciation—equipment.....	5,519,209.89
Other unadjusted credits.....	419,278.23
Profit and loss.....	1,385,828.22
Total liabilities.....	\$97,307,298.00

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1920.  
INVESTMENT IN REAL PROPERTY AND EQUIPMENT—ENTIRE  
COMPANY AND STATE OF FLORIDA.

	American Railway Express Co.	
	Entire Company	State of Florida
Land.....	\$ 4,997,215.02	\$ 124,982.91
Buildings and appurtenances on land owned.....	8,187,717.78	47,816.41
Buildings and appurtenances on land not owned.....	2,135,970.84	91,972.22
Improvements to buildings not owned..	158,967.79	.....
Cars.....	878,870.13	.....
Horses.....	3,324,253.83	29,878.20
Automobiles.....	5,552,731.08	29,750.46
Wagons and sleighs.....	2,256,876.16	10,910.48
Harness equipment.....	515,601.39	5,609.01
Office furniture and equipment.....	2,727,843.25	38,653.99
Office safes.....	374,427.22	7,449.79
Trucks.....	1,481,238.56	36,503.91
Stable equipment.....	22,574.23	76.30
Garage equipment.....	133,726.44	433.41
Line equipment.....	484,329.85	5,024.54
Shop equipment.....	242,219.37	32.09
Miscellaneous equipment.....	1,216,636.30	37.78
Total real property and equipment....	\$ 34,691,199.24	\$ 429,131.50

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1920.  
INCOME ACCOUNT—ENTIRE COMPANY.

ITEM.	American Rail- way Express Company
Operating Income:	
Charges for transportation.....	\$333,890,025.96
Express privileges—Debtor .....	141,819,491.38
Revenue from transportation.....	192,060,534.58
Revenue from other than transportation.....	3,604,509.00
Total Operating Revenue.....	\$195,665,043.58
Operating expenses .....	234,809,539.94
Net operating revenue.....	* 39,144,496.36
Uncollectable revenue .....	37,100.78
Taxes .....	2,182,461.92
Operating Income .....	* 41,364,059.06
Other Income:	
Rent from property and equipment used jointly.....	\$ 69.98
Miscellaneous rent income.....	435,116.24
Car mileage .....	
Net income miscellaneous property.....	
Dividend income .....	
Income from funded securities.....	47,948.90
Income from unfunded securities and accounts.....	1,592,661.32
Miscellaneous income .....	
Total other income.....	\$ 2,075,796.44
Gross Income .....	* 39,288,262.62
Deductions from Gross Income:	
Rents for real property and equipment used jointly....	\$ 888.31
Miscellaneous rents .....	182,944.63
Miscellaneous taxes .....	
Interest on unfunded debt.....	363,791.69
Miscellaneous debits .....	
Total Deductions .....	\$ 547,624.63
Net Income .....	*\$39,835,887.25

\*Indicates deficit.

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1920.  
PROFIT AND LOSS ACCOUNT ENTIRE COMPANY.

ITEM.	American Rail- way Express Company
Balance at December 31, 1919.....	
Debit balance from current year's income.....	39,835,887.25
Profit on property and equipment sold.....	10,320.41
Unrefundable overcharges .....	10,648.34
Miscellaneous credits .....	41,205,082.95
Miscellaneous debits .....	4,336.23
Credit balance at December 31, 1920.....	1,385,828.22

STATISTICS OF EXPRESS COMPANY, CALENDAR YEAR 1920.  
OPERATING REVENUE—ENTIRE COMPANY AND STATE OF FLORIDA.

NAME OF ACCOUNT.	American Railway Express Company.			
	Entire Company.	State of Florida.		
		Intra-state	Inter-state	Total.
Transportation:				
Express, domestic .....	\$333,878,245.71	\$ 1,543,831.09	\$ 2,095,832.78	\$ 3,639,663.87
Express, foreign .....	11,780.25	962.50	.....	962.50
Miscellaneous .....	.....	.....	.....	.....
Total transportation .....	\$333,890,025.96	\$ 1,544,793.59	\$ 2,095,832.78	\$ 3,640,626.37
Contract Payments:				
Express privilege—debit .....	\$141,829,491.38	\$ 656,228.31	\$ 890,309.76	\$ 1,546,538.07
Revenue from transportation .....	192,060,534.58	888,565.28	1,205,523.02	\$ 2,094,088.30
Other than Transportation:				
Customs brokerage fees .....	211,093.78	.....	.....	.....
Order and commission .....	6,347.00	.....	.....	.....
Rents of buildings and other property .....	445,031.30	82.12	111.43	193.55
Money orders .....	.....	.....	.....	.....
C. O. D. checks .....	2,196,029.07	8,212.52	11,142.93	19,355.45
Travelers' checks .....	.....	.....	.....	.....
Profit and exchange .....	7,862.77	.....	.....	.....
Valuation charges .....	.....	.....	.....	.....
Miscellaneous .....	738,145.08	.....	.....	.....
Total other than transportation .....	\$ 3,604,509.00	\$ 8,294.64	\$ 11,254.36	\$ 19,549.00
Grand total operating revenues .....	\$195,665,043.58	\$ 896,859.92	\$ 1,216,777.38	\$ 2,113,637.30
	Number	Amount		
Intrastate shipments forwarded .....	1,375,116	\$ 1,543,831.09	.....	.....
Intrastate shipments forwarded and received .....	3,144,466	6,819,151.17	.....	.....
Number of express offices in Florida, joint with railroad .....	344	.....	.....	.....
All others .....	98	.....	.....	.....

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1920.  
OPERATING EXPENSES, ENTIRE COMPANY AND STATE OF  
FLORIDA.

ACCOUNTS	American Railway Express Co.	
	Entire Company	State of Florida
Maintenance expenses .....	\$ 10,643,533.07	\$ 114,974.64
Traffic expenses .....	304,388.69	3,288.09
Transportation expenses .....	215,503,845.81	2,327,937.19
General expenses .....	8,357,772.37	90,283.16
Total.....	\$234,809,539.94	\$ 2,536,483.08
Ratio of operating expenses to operating revenues % .....	120.01	120.01



STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1920.  
RAILROAD AND ELECTRIC LINE MILEAGE COVERED AND TAXES  
PAID BY STATES—ENTIRE COMPANY.

STATE AND TERRITORY.	American Ry. Express Co.	
	Railroad and Electric Lines Mileage Operated	Taxes Paid
Alabama .....	4,377.50	.....
Alaska .....	4,169.30	.....
Arizona .....	2,133.63	.....
Arkansas .....	4,583.28	.....
California .....	8,844.74	.....
Colorado .....	4,851.59	.....
Connecticut .....	1,011.51	.....
Delaware .....	315.90	.....
District of Columbia .....	34.30	.....
Florida .....	4,477.30	.....
Georgia .....	6,875.80	.....
Hawaii .....	159.30	.....
Idaho .....	2,821.78	.....
Illinois .....	11,687.77	.....
Indiana .....	7,027.39	.....
Iowa .....	10,455.25	.....
Kansas .....	9,457.68	.....
Kentucky .....	3,409.52	.....
Louisiana .....	4,559.75	.....
Maine .....	2,032.16	.....
Maryland .....	2,810.00	.....
Massachusetts .....	2,066.17	.....
Mexico .....	44.80	.....
Michigan .....	7,929.05	.....
Minnesota .....	8,274.30	.....
Mississippi .....	4,018.20	.....
Missouri .....	8,095.49	.....
Montana .....	4,937.18	.....
Nebraska .....	6,174.20	.....
Nevada .....	2,104.47	.....
New Hampshire .....	1,210.22	.....
New Jersey .....	2,190.98	.....
New Mexico .....	2,849.18	.....
New York .....	8,387.92	.....
North Carolina .....	4,493.65	.....
North Dakota .....	5,250.08	.....
Ohio .....	9,442.63	.....
Oklahoma .....	6,386.07	.....
Oregon .....	3,255.64	.....
Pennsylvania .....	9,538.49	.....
Rhode Island .....	213.50	.....
South Carolina .....	3,348.80	.....
South Dakota .....	4,254.03	.....
Tennessee .....	3,581.28	.....
Texas .....	15,844.91	.....
Utah .....	2,079.79	.....
Vermont .....	931.73	.....
Virginia .....	4,854.25	.....
Washington .....	6,202.44	.....
West Virginia .....	2,640.00	.....
Wisconsin .....	7,009.91	.....
Wyoming .....	1,842.04	.....
Dominion of Canada .....	.....	.....
British Columbia .....	432.40	.....
Canal Zone .....	.....	.....
Cuba .....	.....	.....
Manitoba .....	310.56	.....
Ontario .....	958.62	.....
Quebec .....	285.96	.....
Yukon .....	669.00	.....
Total assignable .....	248,293.36	.....
Unassignable .....	20,355.00	.....
Grand total .....	\$ 268,648.36	.....

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1920  
GENERAL BALANCE SHEET—ENTIRE LINE.

	The Pullman Company
<b>ASSETS.</b>	
Cost of property and equipment.....	\$171,100,109.51
Stocks owned .....	1,715,080.02
Funded debt owned.....	6,115,337.30
Land owned .....	6,650.53
Cash .....	10,024,542.28
Bills receivable .....	24.50
Due from agents and conductors.....	730,763.96
Due from solvent companies and individuals.....	3,402,564.10
Other cash assets .....	11,170,510.17
Equipment trusts .....	4,526,036.91
Materials and supplies.....	10,081,707.52
Sinking insurance and other funds.....	580,508.51
Sundries .....	1,185,217.58
U. S. deferred assets.....	69,848,862.89
U. S. contract compensation (net).....	2,358,333.33
Total assets .....	\$292,846,249.11
<b>LIABILITIES.</b>	
Capital stock .....	\$120,000,000.00
Audited vouchers and accounts.....	12,742,570.56
Wages and salaries.....	1,846,809.36
Dividends not called for.....	22,296.00
Miscellaneous .....	1,131,491.45
Depreciation on cars.....	10,565,017.63
Reserve for accrued depreciation—Equipment.....	51,543,718.30
Reserve for accrued depreciation—Buildings, etc.....	992,636.68
Reserve for accrued depreciation—vacuum cleaners.....	13,176.95
Reserve doubtful accounts.....	100,000.00
Reserve for deferred repairs.....	1,750,000.00
Insurance reserve .....	531,064.22
Miscellaneous reserves .....	84,104.67
Dividends accrued on capital stock.....	1,590,325.33
U. S. deferred liabilities.....	66,736,941.87
Profit and loss.....	23,196,096.09
Total liabilities .....	\$292,846,249.11

STATISTICS OF SLEEPING CAR COMPANIES, CALENDAR YEAR 1920.  
OPERATING EXPENSES AND TAXES, ENTIRE COMPANY AND STATE OF FLORIDA.

NAME OF ACCOUNT	Pullman Company	
	Entire System	State of Florida
Standard sleeping car berth revenue.....	\$ 23,030,218.89	\$ .....
Tourist sleeping car berth revenue.....	999,136.21	.....
Other car berth revenue.....	356.40	.....
Standard sleeping car seat revenue.....	1,007,476.36	.....
Tourist sleeping car seat revenue.....	2,812.05	.....
Parlor car seat revenue.....	2,081,483.70	.....
Composite car seat revenue.....	32,442.32	.....
Charter of standard sleeping cars (per diem rate).....	277,753.82	.....
Charter of standard sleeping cars (berth rates).....	5,205.66	.....
Charter of tourist sleeping cars (per diem rates).....	6,214.69	.....
Charter of tourist sleeping cars (berth rates).....	131.04	.....
Charter of private cars (per diem rates).....	51,787.32	.....
Charter of other cars to other than carriers (per diem rates).....	1,682.08	.....
Charter of other cars (berth or seat rates).....	987.65	.....
Charter of other cars to carriers (other rates).....	10,955.69	.....
Miscellaneous revenue .....	17,872.31	.....
Car mileage revenue.....	165,033.84	.....
Contract revenues—Dr. ....	5,200,000.00	.....
Total revenues .....	\$ 22,491,550.03	*\$531,749.83

\*Total as shown represents \$103,231.47 earned by cars operated in interstate lines, and \$428,518.36 by cars operated in intrastate lines.

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1920.  
OPERATING EXPENSES AND TAXES, ENTIRE LINE AND STATE OF FLORIDA.

NAME OF ACCOUNT	Pullman Company	
	Entire System	**State of Florida
Maintenance:		
Superintendence .....	\$ 33,683.64	\$ .....
Standard sleeping cars—Repairs.....	6,684,480.66	.....
Tourist sleeping cars—Repairs.....	465,709.24	.....
Parlor cars—Repairs .....	733,297.22	.....
Composite cars—Repairs .....	124,538.32	.....
Private cars—Repairs .....	47,497.67	.....
Standard sleeping cars—Depreciation adjustments.....	* 2,691.84	.....
Tourist sleeping cars—Depreciation adjustments.....	* 338,735.83	.....
Private cars—Depreciation adjustments.....	* 19,861.31	.....
Standard sleeping cars—Depreciation.....	1,810,766.79	.....
Tourist sleeping cars—Depreciation.....	113,184.89	.....
Parlor cars—Depreciation .....	252,410.33	.....
Composite cars—Depreciation .....	34,499.20	.....
Private cars—Depreciation .....	11,304.60	.....
Shop machinery and tools.....	20,270.09	.....
Buildings, appurtenances and grounds.....	60,786.29	.....
Buildings, appurtenances and grounds—Depreciation.....	43,502.16	.....
Stationery and printing.....	9,320.16	.....
Injuries to persons.....	1,467.87	.....
Total Maintenance .....	\$ 10,085,430.15	\$ 207,063.38
Conducting Car Operations:		
Superintendence .....	\$ 148,800.07	\$ .....
District employees and expenses.....	1,185,656.64	.....
Conductors .....	1,944,386.28	.....
Porters and maids.....	2,153,158.32	.....
Car cleaning—General .....	2,311,981.24	.....
Car cleaning—Special .....	182,320.89	.....
Laundry .....	1,066,413.36	.....
Other car supplies and expenses—General.....	464,347.53	.....
Other car supplies and expenses—Special.....	1,081,887.56	.....
Stationery and printing.....	201,591.12	.....



STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1920.  
OPERATING EXPENSES AND TAXES, ENTIRE LINE AND STATE OF FLORIDA.

NAME OF ACCOUNT.	Pullman Company	
	Entire System	**State of Florida
Loss and damage.....	11,181.71	.....
Injuries to persons.....	39,649.58	.....
Other expenses—Conducting car operation.....	* 4,158.28	.....
Total Conducting Car Operations.....	\$ 10,787,216.02	\$ 227,110.35
General Expenses:		
Salaries and expenses of general officers.....	\$ 116,885.28	.....
Salaries and expenses of clerks and attendants.....	433,729.71	.....
General office supplies and expenses.....	69,660.79	.....
Law expenses .....	50,520.08	.....
Pension and relief expenses.....	62,707.75	.....
Insurance .....	22,961.25	.....
Stationery and printing.....	36,818.58	.....
Other general expenses.....	39,384.99	.....
Total General Expenses.....	\$ 832,668.43	\$ 15,792.97
Total Expenses Sleeping Car Operations.....	\$ 21,705,314.60	\$ 449,966.70
Taxes .....	\$ 1,773,765.86	\$ 65,420.86
Grand Total Expenses and Taxes.....	\$ 23,479,080.46	\$ 515,387.56

\*Credit.

†Operating expenses for Florida not shown in detail.

NOTE—Ratio of expenses to revenue—Entire line, 96.50 per cent.



STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1920.  
OPERATING AND STATISTICAL STATEMENT—ENTIRE LINE.

	Number of Revenue Passengers			No. of Non- Revenue Passengers	Car Miles	Car Days	Av. No. Revenue Passengers Per Car Day	Average Revenue Per Passenger	
	Berth	Seat	Total					Berth	Seat
Contract Operations:									
Standard sleeping cars...	7,275,009	1,312,501	8,587,510	150,973	227,955,480	677,230	13	\$ 3.17	\$ .77
Tourist sleeping cars.....	346,046	4,366	350,412	2,949	18,492,027	44,911	8	2.89	.64
Parlor cars .....		2,852,428	2,852,428	21,466	23,933,430	108,198	26	....	.73
Composite cars .....		59,202	59,202	557	4,453,067	12,421	5	....	.55
Miscellaneous cars .....					428,545	1,720	..	....	....
Total—Contract opera- tions .....	7,621,055	4,228,497	11,849,552	175,945	275,262,549	844,480	14	3.15	.74
Association Operations:									
Standard sleeping cars....	115	4	119	2	5,582	22	5	2.17	.81
Total—All Operations:	7,621,170	4,228,501	11,849,671	175,947	275,268,131	844,502	14	3.15	.74
							Dollars	Cents	Mills
Revenues per car, mile.....							..	08	171
Revenues per car, day.....							26	63	292
Expenses per car, mile.....								07	885
Expenses per car, day.....							25	70	191
Net revenue (or deficit) per car, mile.....							..	..	286
Net revenue (or deficit) per car, day.....							..	93	101
Average number of car-miles per car-day.....									325.95
Average number of car-miles per mile of trackage operated over.....									2,366.70
Average Capacity Per Car (Passenger):									
Standard sleeping cars, berths.....									26.85
Tourist sleeping cars, berths.....									31.83
Parlor cars, seats .....									30.74
Composite cars, seats .....									26.77
Average Cost Per Car of New Cars Placed in Service During the Year:									
Steel cars .....									33,685.53
Average Weight Per Car Equipped for Service:									
Steel cars (approximate) .....									146,000
Other than steel cars (approximate) .....									113,000

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1920.  
GENERAL BALANCE SHEET.

ASSETS	Jacksonville Traction Company	Key West Electric Company	Pensacola Electric Company	St. Johns Electric Company	Tampa Electric Company
Road and equipment.....	\$ 4,519,325.57	\$ 1,566,357.28	\$ 2,612,978.75	\$ .....	\$ 5,016,936.69
Sinking funds .....	78.69	644.00	18,964.92	.....	.....
Investment in Affiliated Companies:					
Stocks .....	.....	.....	50,000.00	.....	.....
Bonds .....	.....	.....	278,000.00	.....	.....
Other Investments:					
Stocks .....	.....	.....	1.00	.....	1.00
Bonds .....	.....	.....	.....	.....	300.00
Total Investments .....	\$ 4,519,404.26	\$ 1,567,001.28	\$ 2,959,944.67	\$ 842,063.87	\$ 5,017,237.69
Cash .....	17,479.41	24,287.20	15,572.24	5,615.13	79,722.38
Loans and notes receivable.....	65,289.03	.....	1.00	5,000.00	400.66
Miscellaneous accounts receivable.....	93,636.05	28,634.15	57,964.17	12,159.68	87,698.62
Material and supplies.....	186,851.09	26,297.97	65,366.93	7,450.15	236,089.46
Other current assets.....	.....	.....	600.00	.....	100.00
Total Current Assets.....	\$ 363,255.58	\$ 79,219.32	\$ 139,504.34	\$ 30,224.96	\$ 404,011.12
Rent and insurance premiums paid in advance .....	.....	289.75	.....	313.00	15,321.57
Discount on funded debt.....	.....	.....	.....	.....	1,831.59
Other unadjusted debits.....	3,047.38	.....	11,175.21	.....	5,403.17
Total Unadjusted Debits.....	\$ 3,047.38	\$ 289.75	\$ 11,175.21	\$ 313.00	\$ 22,556.33
Grand Total .....	\$ 4,885,707.22	\$ 1,646,510.35	\$ 3,110,624.22	\$ 872,601.83	\$ 5,443,805.14
LIABILITIES.					
Capital stock .....	\$ 1,500,000.00	\$ 850,000.00	\$ 1,100,000.00	\$ 350,000.00	\$ 2,874,300.00
Funded debt unmatured .....	2,114,000.00	\$ 449,000.00	\$ 1,218,000.00	\$ 200,000.00	\$ 987,534.77
Receiver's certificate .....	65,000.00	.....	25,000.00	.....	.....
Total Long Term Debt.....	\$ 2,179,000.00	\$ 449,000.00	\$ 1,243,000.00	\$ 200,000.00	\$ 987,534.77
Loans and notes payable.....	\$ 303,000.00	.....	290,000.00	.....	.....
Audited accounts and wages payable.....	91,046.62	5,718.20	67,672.38	8,585.01	30,546.17
Matured interest, dividends and rents unpaid	132,168.33	.....	34,483.28	.....	.....

Matured funded debt unpaid.....	750,000.00	.....	281,900.00	.....	.....
Accrued interest, dividends and rents payable	25,801.87	9,354.16	26,174.99	.....	7,179.07
Total Current Liabilities.....	\$ 1,302,016.82	\$ 15,072.36	\$ 700,230.65	\$ 8,585.01	\$ 37,725.24
Deferred liabilities .....	\$ 544.10	\$ 7,117.38	\$ 19,039.03	\$ 4,476.14	\$ 57,376.56
Tax liability .....	.....	.....	.....	5,330.34	.....
Operating reserves .....	4,981.22	7,432.72	5,189.11	350.00	82,107.32
Accrued depreciation—Miscellaneous physical property .....	.....	.....	.....	268,196.63	.....
Other unadjusted credits.....	1,905.69	242.15	2,172.46	.....	2,302.45
Total Unadjusted Credits.....	\$ 6,886.91	\$ 7,674.87	\$ 7,361.57	\$ 273,876.97	\$ 84,409.77
Corporate surplus—Miscellaneous fund reserves	15,390.18	71,808.61	12,334.25	.....	740,850.70
Profit and loss balance.....*	118,130.79	245,837.13	28,658.72	35,663.71	661,608.10
Grand Total .....	\$ 4,885,707.22	\$ 1,646,510.35	\$ 3,110,624.22	\$ 872,601.83	\$ 5,443,805.14

\*Debit or deficit.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1920.  
INCOME STATEMENT FOR THE YEAR

ITEM	Jacksonville Traction Company	Key West Electric Company	Pensacola Electric Company	St. Johns Electric Company	Tampa Electric Company
Railway operating revenues.....	\$ 1,055,164.01	\$ 107,916.31	\$ 236,126.21	\$ 37,013.69	\$ 751,016.49
Railway operating expenses.....	821,696.94	72,558.18	248,442.89	44,261.57	479,502.29
Net revenue—Railway operations.....	233,467.07	35,358.13	† 12,316.68	† 7,247.88	271,514.10
Net revenue—Auxiliary operations.....	.....	72,223.37	120,525.69	49,160.36	406,339.82
Net operating revenues.....	233,467.07	107,581.50	108,209.01	41,912.48	677,854.02
Taxes assignable to railway operations.....	94,076.49	11,639.48	24,109.22	9,366.51	119,186.29
Operating income .....	\$ 139,390.58	95,942.02	84,099.79	32,545.97	558,667.73
Non-operating income .....	39.25	334.49	13,900.00	.....	26.82
Gross Income .....	\$ 139,429.83	96,276.51	97,999.79	32,545.97	558,694.55
DEDUCTIONS FROM GROSS INCOME.					
Miscellaneous rents .....	.....	.....	13,900.00	.....	.....
Interest on funded debt.....	* 108,903.35	22,683.33	* 62,711.10	10,000.00	47,879.95
Interest on unfunded debt.....	.....	797.30	* 3,459.95	.....	4,555.54
Amortization of discount on funded debt.....	.....	.....	* 696.55	.....	63.15
Miscellaneous debits .....	.....	150.09	.....	.....	.....
Total Deductions from Gross Income.....	\$ 108,903.35	\$ 23,630.72	\$ 80,767.60	\$ 10,000.00	\$ 52,498.64
Income Balance to Profit and Loss.....	\$ 30,526.48	\$ 72,645.79	\$ 17,232.19	\$ 22,545.97	\$ 506,195.91

\*Does not include interest on company obligations not taken over by receiver, which is charged to profit and loss.  
†Deficit.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1920.  
RAILWAY OPERATING REVENUES AND EXPENSES.

RAILWAY OPERATING REVENUES	Jacksonville Traction Company	Key West Electric Company	Pensacola Electric Company	St. Johns Electric Company	Tampa Electric Company
Passenger revenue .....	\$ 1,050,344.63	\$ 107,566.52	\$ 217,305.04	\$ 24,988.29	\$ 742,376.32
Special car revenue .....	435.25	68.00	272.50	375.00	578.06
Mail revenue .....			405.00		
Freight revenue .....			12,292.40	1,621.35	
Miscellaneous transportation revenue.....					5.77
Total Revenue from Transportation.....	\$ 1,050,779.88	\$ 107,634.52	\$ 230,274.94	\$ 26,984.64	\$ 742,960.15
Station and car privileges.....	3,354.50	279.98	766.36	160.00	3,439.14
Rent of tracks and facilities.....			4,960.50		
Rent of equipment.....					4,392.00
Rent of buildings and other property.....	54.15	1.81			
Miscellaneous .....	975.48		124.41	9,869.05	225.20
Total Revenue from other Railway Operations	\$ 4,384.13	\$ 281.79	\$ 5,851.27	\$ 10,029.05	\$ 8,056.34
Total Operating Revenues.....	\$ 1,055,164.01	\$ 107,916.31	\$ 236,126.21	\$ 37,013.69	\$ 751,016.49
RAILWAY OPERATING EXPENSES.					
Ways and structures.....	\$ 42,677.04	\$ 4,149.22	\$ 37,530.19	\$ 12,335.89	\$ 40,014.34
Equipment .....	99,069.09	4,962.00	36,100.00	4,937.82	38,409.46
Power .....	190,250.32	10,251.15	19,866.14	5,731.45	43,937.07
Conducting transportation .....	375,618.01	32,817.07	104,830.75	15,874.04	263,539.34
Traffic .....	891.30	537.27	1,241.65	343.24	5,174.63
General and miscellaneous .....	113,191.18	19,841.47	48,874.16	5,039.13	88,427.45
Total Operating Expenses.....	\$ 821,696.94	\$ 72,558.18	\$ 248,442.89	\$ 44,261.57	\$ 479,502.29
Operating ratio % .....	77.99	67.20	105.20	119.58	63.80



STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1920.  
ROAD OPERATED AT CLOSE OF YEAR.

NAME OF COMPANY	Miles of Road	Miles of Second Main Track	Miles of Siding and Turnouts	Miles of Track in Car-houses, Shops, etc.	Total
Jacksonville Traction Co., E. J.					
Triay, Receiver .....	43.25	14.98	4.88	1.01	64.12
The Key West Electric Co.....	4.77	.....	.49	.15	5.41
Pensacola Electric Co.....	19.51	1.02	1.18	.59	22.30
St. Johns Electric Co.....	9.00	.....	.....	.....	9.00
Tampa Electric Co.....	46.65	1.97	4.29	.73	53.64
	123.18	17.97	10.84	2.48	154.47

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1920.  
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

ITEM	Jacksonville Traction Company	Key West Electric Company	Pensacola Electric Company	St. Johns Electric Company	Tampa Electric Company
Passenger car mileage.....	2,781,767	314,862	841,747	156,387	2,992,535
Freight, mail and express car—Mileage.....	.....	.....	25,057	.....	.....
Passenger car hours.....	367,328	39,044	101,604	19,181	322,312
Freight, mail and express car—Hours.....	.....	.....	2,828	.....	.....
Regular fare passengers carried.....	20,817,206	2,167,831	3,926,799	325,348	15,068,960
Free transfer passengers carried.....	4,553,420	387,364	876,225	22,755	2,507,963
Employees and others carried free.....	131,553	12,473	90,598	6,035	191,860
Average fare revenue passengers.....	\$ .05045	\$ .04962	\$ .05534	\$ .07680	\$ .04927
Average fare all passengers.....	.04140	.04210	.04524	.07178	.04224
Revenue from transportation per car—Mile...	.37774	.34185	.26576	.17382	.24827
Revenue from transportation per car—Hour...	2.86060	2.75675	2.20502	1.40684	2.30510
Operating revenues per car—Mile.....	.37931	.34274	1.27241	.23668	.25096
Operating revenue per car—Hour.....	2.87253	2.76397	2.26105	1.92971	2.33009
Operating expenses per car—Mile.....	.29538	.23044	.28662	.28302	.16023
Operating expenses per car—Hour.....	2.23695	1.85837	2.37898	2.30757	1.48770

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920.  
ALPHABETICAL LIST OF EXCHANGES IN THE STATE OF FLORIDA SHOWING CLASS AND NAME OF OPERATING OR  
OWNING COMPANY, WITH GENERAL MANAGER'S NAME AND BUSINESS ADDRESS, DEC. 31, 1920.

EXCHANGE.	NAME OF COMPANY.	Class	GENERAL MANAGER	BUSINESS ADDRESS
Alachua .....	Alachua Tel. Co.....	D	H. H. Hobbs.....	Alachua, Fla.
Apalachicola .....	Apalachicola Tel. Co.....	D	R. G. Porter.....	Apalachicola, Fla.
Apopka .....	Apopka Tel. Co.....	D	O. Wettstein .....	Live Oak, Fla.
Arcadia .....	Scott Tel. Co.....	C	Jas. Kirk .....	Arcadia, Fla.
Avon Park .....	Scott Tel. Co.....	C	Jas. Kirk .....	Arcadia, Fla.
Bartow .....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Blountstown .....	Barfield Tel. Co.....	D	J. Barfield .....	Blountstown, Fla.
Blountstown .....	Riverside Tel. Co.....	D	R. O. Newsome.....	Blountstown, Fla.
Bonifay .....	Tri-City Tel. Co.....	D	J. B. Vaughan.....	Bonifay, Fla.
Bowling Green .....	Scott Tel. Co.....	C	Jas. Kirk .....	Arcadia, Fla.
Bradentown .....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Branford .....	Florida Tel. Co.....	C	O. Wettstein .....	Live Oak, Fla.
Brooker .....	Bradford County Tel. Co....	D	L. A. Brown.....	Brooker, Fla.
Brooksville .....	Florida Tel. Co.....	D	E. E. Voyle.....	Gainesville, Fla.
Bunnell .....	Bunnell Tel. Co.....	D	F. L. Byrd.....	Bunnell, Fla.
Callahan .....	Callahan Tel. Co.....	D	J. L. Hulseberg.....	Callahan, Fla.
Carrabelle .....	G. & J. Tel. Co.....	D	W. C. McKissack.....	Carrabelle, Fla.
Chipley .....	Southern Bell Tel. Co.....	A	David Laird .....	Savannah, Ga.
Clearwater .....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Clermont .....	Clermont Tel. Co.....	D	O. Wettstein .....	Live Oak, Fla.
Cocoa .....	Brevard County Tel. Co.....	C	A. A. Buck.....	Indianola, Fla.
Cocanut Grove .....	Cocanut Grove P. U. Co.....	D	M. S. Burbank.....	Cocanut Grove, Fla.
Cottondale .....	Cottondale Tel. Co.....	D	A. D. Mathews.....	Cottondale, Fla.
Crescent City .....	Crescent City Tel. Co.....	D	Jas. Padgett .....	Crescent City, Fla.
Crestview .....	Crestview Tel. Co.....	D	R. L. Larkin.....	Crestview, Fla.
Crystal River .....	Crystal River Tel. Co.....	D	J. H. Hiatt.....	Crystal River, Fla.
Dade City .....	Pasco Tel. Co.....	D	O. Wettstein .....	Live Oak, Fla.
Dania .....	Dania Tel. Co.....	D	J. R. James.....	Dania, Fla.
Daytona .....	Southern Bell Tel. Co.....	A	David Laird .....	Savannah, Ga.
DeFuniak Springs .....	DeFuniak Springs Tel. Co....	D	J. A. Vaughn.....	DeFuniak Springs, Fla.
DeLand .....	Southern Bell Tel. Co.....	A	David Laird .....	Savannah, Ga.
Delray .....	Southern Bell Tel. Co.....	A	David Laird .....	Savannah, Ga.

*Dundee	Peninsular Tel. Co.	A	W. G. Brorein	Tampa, Fla.
Dunnellon	East Florida Tel. Co.	C	E. E. Voyle	Gainesville, Fla.
Enterprise	Enterprise Tel. Co.	D	D. B. Faber	Enterprise, Fla.
Eustis	Lake County Tel. Co.	D	O. Wettstein	Live Oak, Fla.
Fernandina	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Ft. Lauderdale	Ft. Lauderdale Tel. Co.	D	J. J. Clinton	Ft. Lauderdale, Fla.
Ft. Meade	Ft. Meade Tel. Co.	D	G. G. McPherson	Ft. Meade, Fla.
Ft. Myers	Lee County Tel. Co.	D	G. M. Heltman	Ft. Myers, Fla.
Ft. Pierce	Brevard County Tel. Co.	C	A. A. Buck	Indianola, Fla.
*Frost Proof	Peninsular Tel. Co.	A	W. G. Brorein	Tampa, Fla.
Gainesville	East Florida Tel. Co.	C	E. E. Voyle	Gainesville, Fla.
Gainesville	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Geneva	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Graceville	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Green Cove Springs	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Greenville	Gulf Tel. Co.	D	W. A. Hendry	Perry, Fla.
Groveland	Alpine Florida Tel. Co.	D	O. Wettstein	Live Oak, Fla.
*Haines City	Peninsular Tel. Co.	A	W. G. Brorein	Tampa, Fla.
Hastings	Hastings Tel. Co.	D	B. L. Brown	Hastings, Fla.
Havana	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
High Springs	High Springs Tel. Co.	D	H. H. Simpson	High Springs, Fla.
Homestead	Dade County Tel. Co.	D	Frank B. Rue	Homestead, Fla.
Interlachen	Interlachen Tel. Co.	D	J. H. Wylie	Interlachen, Fla.
Jacksonville	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Jasper	Florida Tel. Co.	C	O. Wettstein	Live Oak, Fla.
Jennings	Florida Tel. Co.	C	O. Wettstein	Live Oak, Fla.
Jensen	Brevard County Tel. Co.	C	A. A. Buck	Indianola, Fla.
Key West	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Kissimmee	Kissimmee Tel. Co.	C	M. Thomason	Kissimmee, Fla.
LaBelle	Magill Tel. Co.	D	R. H. Magill	LaBelle, Fla.
Lake Butler	Lake Butler Tel. Co.	D	S. T. Dowling	Lake Butler, Fla.
Lake City	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Lakeland	Peninsular Tel. Co.	A	W. G. Brorein	Tampa, Fla.
*Lake Wales	Peninsular Tel. Co.	A	W. G. Brorein	Tampa, Fla.
Lake Worth	Lake Worth Tel. Co.	D	R. L. Horsman	Lake Worth, Fla.
Largo	Peninsular Tel. Co.	A	W. G. Brorein	Tampa, Fla.
Laurel Hill	DeFuniak Springs Tel. Co.	D	J. A. Vaughn	DeFuniak Springs, Fla.
Lawtey	Lawtey Tel. Co.	D	W. C. Wooten	Lawtey, Fla.
Leesburg	Leesburg Tel. Co.	C	O. Wettstein	Live Oak, Fla.
Live Oak	Florida Tel. Co.	C	O. Wettstein	Live Oak, Fla.
Lynn Haven	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.



STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920—(Continued).

EXCHANGE	NAME OF COMPANY	Class	GENERAL MANAGER	BUSINESS ADDRESS
Maccleenny	Baker County Tel. Co.	D	G. M. Clayton	Maccleenny, Fla.
Madison	Madison Tel. Co.	D	R. W. Hendry	Madison, Fla.
Malone	Malone Tel. Co.	D	T. E. Bigbee	Malone, Fla.
Marianna	Marianna Tel. Co.	D	J. R. Smith	Marianna, Fla.
Mayo	Florida Tel. Co.	C	O. Wettstein	Live Oak, Fla.
McIntosh	McIntosh Tel. Co.	D	D. H. Petteys	McIntosh, Fla.
Melbourne	Brevard County Tel. Co.	C	A. A. Buck	Indianola, Fla.
Miami	South Atlantic T. & T. Co.	B	F. W. Webster	Miami, Fla.
Miami Beach	South Atlantic T. & T. Co.	B	F. W. Webster	Miami, Fla.
Micanopy	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Milton	Gulf Tel. & Tel. Co.	D	C. E. Sudmall	Milton, Fla.
Molino	Molino Tel. Co.	D	L. F. Mathews	Molino, Fla.
Monticello	Monticello Tel. Co.	D	T. B. Donald	Monticello, Fla.
Montverde	Montverde Tel. Co.	D	R. W. Harper	Montverde, Fla.
Mount Dora	Lake County Tel. Co.	D	O. Wettstein	Live Oak, Fla.
Moore Haven	Magill Tel. Co.	D	R. H. Magill	LaBelle, Fla.
Mulberry	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
New Smyrna	Brevard County Tel. Co.	C	A. A. Buck	Indianola, Fla.
Noma	Noma Tel. Co.	D	W. D. Griffin	Noma, Fla.
O'Brien	Florida Tel. Co.	C	O. Wettstein	Live Oak, Fla.
Ocala	Ocala Tel. Co.	C	J. P. Phillips	Ocala, Fla.
Okeechobee	Okeechobee Tel. Co.	D	R. E. McLaughlin	Okeechobee, Fla.
Orange City	Orange City Tel. Co.	D	Mrs. E. F. Culp	Orange City, Fla.
Orlando	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Oviedo	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Pablo Beach	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Palatka	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Palmetto	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
Panama City	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Pensacola	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Perry	Gulf Tel. Co.	D	W. A. Hendry	Perry, Fla.
Plant City	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
Ponce de Leon	Ponce de Leon Tel. Co.	D	A. H. Flournoy	Ponce de Leon, Fla.
Port Tampa	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
Punta Gorda	DeSoto County Tel. Co.	D	A. A. Coup	Punta Gorda, Fla.



Quincy .....	Quincy Tel. Co.....	C	C. V. Pinson.....	Quincy, Fla.
Ruskin .....	Ruskin Tel. E. L. & P. Co....	D	Elizabeth Dickman .....	Ruskin, Fla.
St. Andrews .....	Southern Bell Tel. Co.....	A	David Laird .....	Savannah, Ga.
St. Augustine .....	Southern Bell Tel. Co.....	A	David Laird .....	Savannah, Ga.
St. Cloud .....	St. Cloud Tel. Co.....	D	T. C. Watson .....	St. Cloud, Fla.
St. Petersburg .....	West Coast Tel. Co.....	C	H. R. Frazee.....	St. Petersburg, Fla.
Sanford .....	Southern Bell Tel. Co.....	A	David Laird .....	Savannah, Ga.
Sarasota .....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Sebring .....	Sebring Tel. Co.....	D	J. E. Parker.....	Sebring, Fla.
Sorrento .....	Sorrento Tel. Co.....	D	A. E. Allen.....	Sorrento, Fla.
Starke .....	Starke Tel. Co.....	D	H. A. Bishop.....	Starke, Fla.
Stuart .....	Southern Bell Tel. Co.....	A	David Laird .....	Savannah, Ga.
Tallahassee .....	Southern Tel & Cons. Co.....	C	Frank Moor .....	Tallahassee, Fla.
Tampa .....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Tarpon Springs .....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Tavares .....	Lake County Tel. Co.....	D	O. Wettstein .....	Live Oak, Fla.
Titusville .....	Brevard County Tel. Co.....	C	A. A. Buck .....	Indianola, Fla.
Umatilla .....	Umatilla Tel. Co.....	D	O. Wettstein .....	Live Oak, Fla.
Vero .....	Brevard County Tel. Co.....	C	A. A. Buck .....	Indianola, Fla.
Wauchula .....	Scott Tel. Co.....	C	Jas. Kirk .....	Arcadia, Fla.
Webster .....	East Florida Tel. Co.....	C	E. E. Voyle.....	Gainesville, Fla.
Wellborn .....	Florida Tel. Co.....	C	O. Wettstein .....	Live Oak, Fla.
West Palm Beach.....	Southern Bell Tel. Co.....	A	David Laird .....	Savannah, Ga.
West Tampa .....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
White Springs .....	Florida Tel. Co.....	C	O. Wettstein .....	Live Oak, Fla.
Williston .....	Williston Tel. Co.....	D	L. C. Hester.....	Williston, Fla.
Winter Haven .....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Winter Park .....	Winter Park Tel. Co.....	D	C. H. Galloway.....	Winter Park, Fla.
Zephyrhills .....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.

\*Properties purchased from Highland Telephone Co., March 1, 1921, by Peninsular Telephone Co.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920.  
GENERAL BALANCE SHEETS—CLASS "A" "B" "C"—ENTIRE COMPANY.

NAME OF COMPANY	ASSETS					
	Class	Plant and Equipment	Other Investments and Advances	Working Assets Accrued Income	Deferred Debit Items	Total Assets
Brevard County Tel. Co.....	C	\$ 94,481.53	\$ .....	\$ 9,484.76	\$ .....	\$ 103,966.29
East Florida Tel. Co.....	C	125,695.93	4,500.00	1,310.00	.....	131,505.93
Florida Tel. Co.....	C	48,792.72	571.00	479.05	.....	49,842.77
Kissimmee Telephone Co.....	C	* .....	.....	.....	.....	.....
Leesburg Tel. Co.....	C	22,079.86	.....	.....	.....	22,079.86
Ocala Tel. Co.....	C	52,743.05	.....	8,958.23	238.39	61,939.67
Peninsular Tel. Co.....	A	1,900,251.54	80,544.71	159,373.73	9,726.52	2,149,896.50
Quincy Tel. Co.....	C	52,858.54	.....	7,786.30	.....	60,644.84
Scott Tel. Co.....	C	61,400.88	1,182.32	10,035.72	.....	72,618.92
South Atlantic T. & T. Co.....	B	673,711.48	78,724.43	79,545.52	4,119.78	836,101.21
Southern Bell Tel. Co. (1).....	A	38,993,214.38	22,044,466.54	3,271,376.22	1,157,498.09	65,466,555.23
Southern Tel. & Const. Co.....	C	92,549.70	5,000.00	10,889.68	206.40	108,645.78
West Coast Tel. Co.....	C	159,930.87	1,500.00	6,532.58	472.88	168,436.33
Totals .....		\$ 42,277,710.48	\$ 22,216,489.00	\$ 3,565,771.79	\$ 1,172,262.06	\$ 69,232,233.33

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920—(Continued).  
GENERAL BALANCE SHEETS—CLASS "A" "B" "C"—ENTIRE COMPANY.

NAME OF COMPANY	LIABILITIES.							
	Class	Capital Stock	Funded Debt Notes Payable	Working and Accrued Liabilities	Deferred Credit Items	Surplus Appropriated	Surplus Account	Total Liabilities
Brevard County Tel. Co.	C	\$ 39,291.00	\$ 10,000.00	\$ .....	\$ 30,114.43	\$ .....	\$ 24,560.86	\$ 103,966.29
East Florida Tel. Co...	C	45,400.00	6,600.00	2,950.25	59,492.00	.....	17,063.68	131,505.93
Florida Tel. Co.....	C	.....	34,450.00	2,254.01	13,138.76	.....	.....	49,842.77
Kissimmee Tel. Co.....	C	* .....	.....	.....	.....	.....	.....	.....
Leesburg Tel. Co.....	C	2,739.84	16,792.29	2,377.73	125.24	.....	44.76	22,079.86
Ocala Tel. Co.....	C	10,000.00	500.00	.....	27,200.00	.....	24,239.67	61,939.67
Peninsular Tel. Co.....	A	697,500.00	697,300.00	168,486.56	381,112.77	137,852.19	67,644.98	2,149,896.50
Quincy Tel. Co.....	C	.....	.....	5,385.63	4,211.98	.....	51,047.23	60,644.84
Scott Tel. Co.....	C	50,000.00	.....	2,613.84	13,840.19	.....	6,164.89	72,618.92
South Atl. T. & T. Co..	B	412,900.00	208,500.00	158,666.70	51,042.82	.....	4,991.69	836,101.21
Southern Bell Tel. Co..	A	30,000,000.00	23,146,613.45	1,596,665.96	8,615,971.99	.....	2,107,303.83	65,466,555.23
Southern Tel. & Con. Co.	C	70,000.00	.....	3,067.84	30,294.67	.....	5,283.27	108,645.78
West Coast Tel. Co.....	C	96,700.00	11,150.00	10,927.43	42,741.46	.....	6,917.44	168,436.33
Totals .....		\$ 31,424,530.84	\$ 24,131,905.74	\$ 1,953,395.95	\$ 9,269,286.31	\$ 137,852.19	\$ 2,315,262.30	\$ 69,232,233.33

\*Not reported.

(1) The Southern Bell operates in several states besides Florida and Balance Sheet covers entire system. All other companies operate entirely within the State of Florida.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920  
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Operating Revenues	Miscellan's Operating Revenues	Income Credits	Total Income	Operating Expenses
Brevard County Telephone Co.....	Cocoa .....	\$ 6,637.90	\$ 651.39	\$.....	\$ 7,289.29	\$ 4,309.15
	Jensen .....	1,421.06	18.00	.....	1,439.06	1,476.31
	Fort Pierce .....	9,736.04	203.15	.....	9,939.19	4,328.25
	Melbourne .....	2,504.13	34.84	.....	2,538.97	2,468.42
	New Smyrna .....	5,688.20	145.15	.....	5,833.35	3,804.19
	Titusville .....	3,351.31	227.94	.....	3,579.25	2,884.24
	Vero .....	1,752.31	107.14	.....	1,859.45	1,746.66
Company Total .....		31,090.95	1,387.61	.....	32,478.56	21,017.22
East Florida Tel. Co.....	System .....					
Florida Tel. Co.....	Branford .....	1,795.08			1,795.08	1,803.00
	Jasper .....	2,627.47			2,627.47	2,296.20
	Jennings .....	434.70			434.70	694.00
	Live Oak .....	13,265.67			13,265.67	9,799.66
	Mayo .....	1,927.00			1,927.00	1,832.75
	O'Brien .....	716.59			716.59	895.00
	Wellborn .....	1,893.55			1,893.55	1,859.50
	White Springs .....	1,461.11			1,461.11	1,929.25
Company Total .....		24,121.17			24,121.17	21,109.36
Kissimmee Tel. Co.....	Kissimmee .....	13,321.13	325.80		13,646.93	5,866.53
Leesburg Tel. Co.....	Leesburg .....	11,205.96			11,205.96	7,572.68
Ocala Tel. Co.....	Ocala .....	28,823.56	111.45		28,935.01	14,783.62
Peninsular Tel. Co.....	Bartow .....	12,618.39	147.00		12,765.39	11,624.12
	Bradentown and Palmetto .....	34,994.61	88.00	120.09	35,202.70	21,654.70
	Clearwater and Largo .....	17,986.90	1,221.00	107.28	19,315.18	11,473.25
	Lakeland .....	29,907.45	158.25	99.28	30,164.98	15,638.63
	Mulberry .....	3,517.97		17.61	3,535.58	2,150.15
	Plant City .....	11,571.68	78.00	46.44	11,696.12	8,808.88
	Sarasota .....	10,137.39	44.00	36.83	10,218.22	5,641.29
	Tampa, Pt. Tampa, West Tampa ..	249,439.42	3,922.70	1,445.09	254,807.21	113,444.41
	Tarpon Springs ..	6,682.20		22.42	6,704.62	3,996.67
	Winter Haven ...	9,153.45	182.50	27.22	9,363.17	6,111.42

Company Total Exchange Operations.....	.....	386,009.46	5,841.45	1,922.26	393,773.17	200,543.52
Company System Toll Operations.....	.....	116,555.61	225.10	400.30	117,181.01	50,233.37
Company Not Allocated to Each Exchange.....	.....	225.10	225.10	.....	.....	79,612.60
Company System Total.....	.....	502,790.17	5,841.45	2,322.56	510,954.18	330,389.49
Quincy Tel. Co.....	Quincy	20,643.80	.....	.....	20,643.80	11,016.05
Scott Tel. Co.....	Arcadia	19,711.52	.....	.....	19,711.52	12,625.30
	Avon Park	4,941.60	.....	.....	4,941.60	3,224.29
	Bowling Green	2,560.07	.....	.....	2,560.07	1,759.09
	Wauchula	9,121.37	.....	.....	9,121.37	6,225.33
Company Total .....		36,334.56	.....	.....	36,334.56	23,834.01
South Atlantic T. & T. Co.....	System	34,005.35	.....	554.05	34,559.40	23,745.46



STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920—(Continued)  
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Depreciation	Taxes and Uncollectibles	Rents	Interest and Miscellaneous Charges	Total Deductions	Net Income
Brevard County Tel. Co.....	Cocoa .....	\$ 1,416.84	\$ 203.15	\$ .....	\$ 65.00	\$ 5,994.14	\$ 1,295.15
	Jensen .....	566.40	54.25	.....	53.00	2,149.96	710.90
	Fort Pierce ....	2,342.16	251.67	.....	65.00	6,987.08	2,952.11
	Melbourne .....	671.04	86.51	.....	56.00	3,281.97	743.00
	New Smyrna ....	1,037.64	239.15	.....	72.00	5,152.98	680.37
	Titusville .....	691.20	175.42	.....	56.00	3,806.86	227.61
	Vero .....	410.76	95.51	.....	53.00	2,305.93	446.48
Company Total .....		7,136.04	1,105.66	.....	420.00	29,678.92	2,799.64
East Florida Tel. Co.....	System .....	.....	.....	.....	.....	.....	.....
Florida Tel. Co.....	Branford .....	300.00	40.00	.....	225.00	2,368.00	572.92
	Jasper .....	300.00	108.95	.....	225.00	2,930.15	302.68
	Jennings .....	60.00	24.00	5.00	60.00	843.00	408.30
	Live Oak .....	1,800.00	540.00	500.00	1,537.72	14,177.38	911.71
	Mayo .....	300.00	50.00	8.00	225.00	2,415.75	488.75
	O'Brien .....	45.00	25.00	.....	60.00	1,025.00	308.41
	Wellborn .....	250.00	40.00	.....	225.00	2,374.50	480.95
	White Springs ..	250.00	50.00	.....	200.00	2,429.25	968.14
Company Total .....		3,305.00	877.95	513.00	2,757.72	28,563.03	4,441.86
Kissimmee Tel. Co.....	Kissimmee .....	3,000.00	972.05	.....	.....	9,838.58	3,808.35
Leesburg Tel. Co.....	Leesburg .....	2,000.00	228.50	.....	1,360.00	11,161.18	44.78
Ocala Tel. Co.....	Ocala .....	4,800.00	2,175.01	.....	193.93	21,952.56	6,982.45
Peninsular Tel. Co.....	Bartow .....	.....	465.50	327.96	.....	12,417.58	347.81
	Bradentown and Palmetto .....	.....	1,423.64	826.50	.....	23,904.84	11,297.86
	Clearwater and Largo .....	.....	625.43	569.00	.....	12,667.68	6,647.50
	Lakeland .....	.....	2,082.67	504.00	.....	18,225.30	11,939.68
	Mulberry .....	.....	204.11	276.00	.....	2,630.26	905.32
	Plant City .....	.....	589.45	186.00	.....	9,584.33	2,111.79
	Sarasota .....	.....	346.16	291.36	.....	6,278.81	3,939.41
	Tampa, Pt. Tampa	.....	23,053.21	1,215.63	.....	137,713.25	117,093.96
	West Tampa ..	.....	546.23	240.00	.....	4,782.90	1,921.72
	Tarpon Springs..	.....	524.61	360.00	.....	6,996.03	2,367.14
	Winter Haven ...	.....	.....	.....	.....	.....	.....

Company Total Exchange Operations.....		29,861.01	4,796.45	235,200.98	158,572.19
Company System Toll Operations.....		11,651.47	214.02	62,098.86	55,082.15
Company Not Allocated to Each Exchange.....				43,531.87	123,144.47
Company System Total.....		41,512.48	5,010.47	420,444.31	90,509.87
Quincy Tel. Co.....	Quincy .....	554.45		14,911.17	5,732.63
Scott Tel. Co.....	Arcadia .....	621.05		15,644.49	4,067.03
	Avon Park .....	10.00		3,814.56	1,127.04
	Bowling Green ..	31.05		2,080.27	479.80
	Wauchula .....	141.55		7,430.72	1,690.65
Company Total .....		803.65		28,970.04	7,364.52
South Atlantic T. & T. Co.....	System .....	3,343.52		27,377.58	7,181.82
			288.60		

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920—(Continued)  
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Operating Revenues	Miscellan's Operating Revenues	Income Credits	Total Income	Operating Expenses
Southern Bell T. & T. Co.....	Chipley .....	\$ 8,895.02	\$ 78.33	\$ 2.75	\$ 8,976.10	\$ 6,134.39
	Daytona .....	37,254.66	3,862.59	11.72	41,128.97	26,787.13
	DeLand .....	20,954.09	515.73	6.50	21,476.32	13,977.84
	Delray .....	1,580.65	4.29	.50	1,585.44	1,802.66
	Fernandina .....	14,155.58	57.20	4.37	14,217.15	7,747.10
	Gainesville .....	40,039.19	493.45	12.44	40,545.08	24,070.17
	Geneva .....	1,057.88	2.33	.33	1,055.88	908.29
	Graceville .....	3,502.07	31.41	1.08	3,534.56	1,966.38
	Green Cove Spgs. ....	8,275.94	10.00	2.56	8,288.50	5,541.26
	Havana .....	3,270.64	3.61	.99	3,275.24	2,570.84
	Jacksonville .....	748,321.82	14,353.68	3,615.33	766,290.83	468,944.19
	Key West .....	36,990.59	1,715.70	11.64	38,717.93	23,189.20
	Lake City .....	12,724.55	205.05	3.91	12,933.51	9,563.03
	Lynn Haven ....	1,586.25	1.67	.49	1,588.41	1,723.90
	Micanopy .....	4,486.64	15.92	1.38	4,472.10	3,548.32
	Orlando .....	77,470.76	699.46	24.74	78,194.96	42,226.19
	Oviedo .....	1,623.24	15.00	.51	1,638.75	1,846.45
	Pablo Beach .....	3,733.81	3.76	1.14	3,731.19	2,629.79
	Palatka .....	33,024.40	634.93	10.17	33,669.50	20,616.91
	Panama City ....	11,783.54	216.14	3.64	12,003.32	6,857.23
	Pensacola .....	147,410.86	2,434.97	46.42	149,892.25	70,351.32
	St. Augustine .....	38,792.12	503.53	11.97	39,307.62	24,990.07
	St. Andrews .....	2,978.76	54.78	.92	3,034.46	2,138.16
	Sanford .....	35,747.27	609.44	11.03	36,367.74	21,229.67
	Stuart .....	2,063.18	66.90	.64	2,130.72	2,452.60
	W. P. Beach.....	44,760.81	1,577.96	15.43	46,354.20	38,699.71
Company Total .....		1,342,484.32	28,123.81	3,802.60	1,374,410.73	832,512.80
Company Connecting Settlements.....						
Total Company System in Florida.....						
Southern Tel. & Con. Co.....	Tallahassee .....	32,347.48	1,657.87	554.05	34,559.40	18,195.96
West Coast Tel. Co.....	St. Petersburg ...	53,402.91	1,713.05	119.32	55,235.28	29,725.99

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920—(Continued)  
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Depreciation	Taxes and Uncollectibles	Rents	Interest and Miscellaneous Charges	Total Deductions	Net Income
Southern Bell T. & T. Co. ....	Chipley .....	\$ 1,572.82	\$ 823.10	\$ 671.92	\$ .03	\$ 9,202.26	*\$ 226.16
	Daytona .....	12,989.92	4,463.83	2,556.60	.19	46,797.67	* 5,668.70
	DeLand .....	4,140.66	1,851.30	1,638.53	.06	21,608.39	* 132.07
	Delray .....	266.84	64.09	332.31	.....	2,465.90	* 880.46
	Fernandina .....	1,912.89	845.31	910.05	.03	11,415.38	2,801.77
	Gainesville .....	5,657.54	2,663.15	2,509.36	.09	34,900.31	5,644.77
	Geneva .....	353.47	26.75	109.31	.....	1,397.82	* 341.94
	Graceville .....	481.13	178.35	303.25	.01	2,929.12	605.44
	Green Cove Spgs. ....	945.31	670.45	565.42	.01	7,722.45	566.05
	Havana .....	557.41	251.61	270.77	.01	3,650.64	* 375.40
	Jacksonville .....	138,289.06	69,514.47	44,673.87	83.76	721,505.35	44,785.48
	Key West .....	10,443.10	3,769.24	1,940.85	.18	30,342.57	* 624.64
	Lake City .....	1,669.73	625.79	943.66	.03	12,802.24	131.27
	Lynn Haven ....	464.96	292.61	192.92	.....	2,674.39	* 1,085.98
	Micanopy .....	724.34	522.88	310.07	.01	5,105.62	* 633.52
	Orlando .....	9,785.28	4,826.12	5,396.73	61.88	62,296.20	15,898.76
	Oveido .....	477.65	37.80	150.49	.01	2,512.40	* 873.65
	Pablo Beach ....	374.39	381.06	359.35	.01	3,744.60	* 13.41
	Palatka .....	4,173.94	1,816.33	2,238.16	129.28	28,974.62	4,694.88
	Panama City ....	1,532.95	529.01	845.48	.03	9,764.70	2,238.62
	Pensacola .....	21,705.24	7,712.14	8,939.79	1.60	108,710.09	41,182.16
	St. Augustine ...	5,475.12	1,678.23	2,673.82	.09	34,817.33	4,490.29
	St. Andrews ....	519.39	245.21	217.36	.....	3,120.12	* 85.66
	Sanford .....	5,102.81	2,514.64	2,222.77	.10	31,069.99	5,297.75
	Stuart .....	363.79	55.42	388.89	.....	3,260.70	* 1,129.98
	W. P. Beach....	8,760.75	895.67	4,340.34	.13	52,696.60	* 6,342.40
Company Total .....	.....	238,740.49	107,254.56	85,702.07	277.54	1,264,487.46	109,923.27
Company Connecting Settlements.....	.....	.....	.....	.....	.....	.....	.....
Total Company System in Florida.....	.....	.....	.....	.....	.....	.....	.....
Southern Tel. & Con. Co. ....	Tallahassee .....	5,549.50	3,343.52	.....	288.60	27,377.58	7,181.82
West Coast Tel. Co. ....	St. Petersburg...	9,407.50	7,781.79	.....	1,493.60	48,408.88	6,826.40

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920.  
INCOME STATEMENTS—CLASS "D" COMPANIES.

NAME OF COMPANY	EXCHANGE	Operating Revenue	Miscellaneous Revenue	Total Revenue	Operating Expenses	Taxes	Interest Deductions	Net Income
Alachua Tel. Co.....	Alachua .....	\$ 1,407.32	\$ 120.23	\$ 1,527.55	\$ 927.57	\$.....	\$.....	\$ 599.98
Apalachicola Tel. Co.....	Apalachicola ..	2,828.55	.....	2,828.55	2,070.09	.....	.....	758.46
Alpine Florida .....	Groveland .....	1,483.83	.....	1,483.83	1,383.49	.....	200.00	99.66
Apopka Tel. Co.....	Apopka .....	2,578.15	.....	2,578.15	3,109.51	.....	320.00	851.36
Baker County Tel. Co.....	Macclenny .....	.....	.....	.....	.....	12.75	48.00	60.75
Barfield Tel. Co.....	Blountstown .....	.....	314.00	314.00	50.00	25.00	.....	239.00
Bradford County Tel. Co....	Brooker .....	986.75	18.00	1,004.75	738.00	13.00	30.00	223.75
Bunnell Tel. Co.....	Bunnell .....	1,982.20	48.00	2,030.20	1,132.00	60.00	407.19	431.01
Callahan Tel. Co.....	Callahan .....	1,686.00	.....	1,686.00	1,590.00	24.35	96.00	24.35
Clermont Tel. Co.....	Clermont .....	1,057.02	.....	1,057.02	1,263.50	.....	120.00	326.48
Cocoanut Grove P. U. Co....	Cocoanut Grove ..	5,234.86	398.50	5,633.36	5,098.86	18.53	316.31	199.66
Cottondale Tel. Co.....	Cottondale .....	847.25	.....	847.25	1,880.00	.....	52.50	1,085.25
Crescent City Tel. Co.....	Crescent City ..	1,658.20	.....	1,658.20	2,060.00	.....	.....	401.80
Crestview Tel. Co.....	Crestview .....	1,400.00	.....	1,400.00	3,310.00	50.00	304.00	2,264.00
Crystal River Tel. Co.....	Crystal River ..	1,133.00	291.00	1,424.00	964.20	25.00	.....	434.80
Dade County Tel. Co.....	Homestead .....	8,540.30	228.70	8,769.00	6,318.12	470.07	.....	1,980.81
Dania Tel. Co.....	Dania .....	1,610.03	.....	1,610.03	1,854.00	14.85	.....	258.82
DeFuniak Springs Tel. Co...	DeFuniak Spgs. and Laurel Hill ..	7,577.69	1,075.18	8,652.87	16,383.13	610.25	.....	8,340.51
DeSoto County Tel. Co.....	Punta Gorda....	3,637.70	.....	3,637.70	4,011.45	176.25	84.62	634.62
Enterprise Tel. Co.....	Enterprise .....	413.12	.....	413.12	390.15	1.50	.....	21.47
Florida Tel. Co.....	Brooksville .....	5,835.52	.....	5,835.52	4,798.79	251.90	368.20	416.63
Ft. Lauderdale Tel. Co.....	Ft. Lauderdale..	6,427.03	357.20	6,784.23	6,294.82	48.00	.....	441.41
Ft. Meade Tel. Co.....	Ft. Meade .....	4,760.00	22.00	4,782.00	4,025.00	105.00	562.00	90.00
G. & J. Tel. Co.....	Carrabelle .....	1,549.60	6.40	1,556.00	1,189.97	44.00	.....	322.03
Gulf Tel. Co.....	Greenville .....	12,606.30	972.26	13,578.56	13,199.69	130.00	379.54	130.67
Gulf Tel. & Tel. Co.....	Perry .....	2,917.84	24.11	2,941.95	2,632.76	34.00	126.50	148.69
Hastings Tel. Co.....	Milton .....	8,693.02	.....	8,693.02	7,923.94	44.76	.....	724.32
Highland Tel. Co.....	Hastings .....	4,479.90	.....	4,479.90	4,253.20	168.60	512.00	453.90
	System .....	10,532.29	220.60	10,752.89	9,609.41	79.67	500.00	563.81



High Springs Tel. Co.....	High Springs ..	†	1,326.00	2.25	1,328.25	1,286.58	38.00	.....	3.67
Interlachen Tel. Co.....	Interlachen ..		4,000.00	.....	4,000.00	1,685.25	94.45	.....	2,220.30
Lake Butler Tel. Co.....	Lake Butler ..		5,810.65	.....	5,810.65	5,216.36	101.00	878.00 *	384.71
Lake County Tel. Co.....	Eustis .....		1,884.69	.....	1,884.69	2,001.15	20.00	550.00 *	686.46
	Tavares .....		1,396.89	.....	1,396.89	1,800.87	21.50	376.06 *	801.54
	Mt. Dora .....		3,925.56	343.45	4,269.01	4,285.74	70.00	.....	86.73
Lake Worth Tel. Co.....	Lake Worth ..		1,583.36	.....	1,583.36	1,349.09	74.30	.....	159.97
Lawtey Tel. Co.....	Lawtey .....		12,839.10	65.00	12,904.10	10,570.35	360.00	.....	1,973.75
Lee County Tel. Co.....	Ft. Myers .....		4,864.60	.....	4,864.60	4,981.35	302.38	.....	419.13
Madison Tel. Co.....	Madison .....		1,257.60	147.99	1,405.59	1,060.00	4.00	.....	341.59
Magill Tel. Co.....	LaBelle .....		750.00	.....	750.00	350.00	20.00	.....	390.00
Malone Tel. Co.....	Malone .....		.....	.....	.....	.....	.....	.....	.....
Marianna Tel. Co.....	Marianna .....	†	3,161.85	568.05	3,729.90	3,713.40	30.50	76.00 *	90.00
McIntosh Tel. Co.....	McIntosh .....		2,510.08	179.86	2,689.94	1,815.61	64.00	282.02	528.31
Molino Tel. Co.....	Molino .....		\$ 5,886.03	\$ 39.00	\$ 5,925.03	\$ 5,342.47	\$ 200.00	\$ .....	\$ 382.56
Monticello Tel. Co.....	Monticello ..		757.83	.....	757.83	882.09	.....	.....	124.26
Montverde Tel. Co.....	Montverde ..		770.00	.....	770.00	1,435.00	26.00	.....	691.00
Noma Tel. Co.....	Noma .....		4,902.92	165.85	5,068.77	1,752.57	503.65	.....	2,812.55
Okeechobee Tel. Co.....	Okeechobee ..		689.60	.....	689.60	370.00	.....	.....	319.60
Orange City Tel. Co.....	Orange City ..		7,440.89	.....	7,440.89	6,232.71	199.35	1,008.93	.....
Pasco Tel. Co.....	Dade City .....		.....	.....	.....	.....	.....	.....	.....
Ponce de Leon Tel. Co.....	Ponce de Leon. †		3,638.33	42.00	3,680.33	3,121.21	47.05	35.00	477.07
Riverside Tel. Co.....	Blountstown ..		505.60	40.00	545.60	518.52	.....	.....	27.08
Ruskin Tel. Co.....	Ruskin .....		1,718.00	.....	1,718.00	1,660.00	90.00	30.00 *	62.00
St. Cloud Tel. Co.....	St. Cloud .....		2,556.01	.....	2,556.01	2,222.63	40.64	160.00	132.74
Sebring Tel. Co.....	Sebring .....		133.65	.....	133.65	74.60	.....	113.99 *	54.94
Sorrento Tel. Co.....	Sorrento .....		5,626.26	.....	5,626.26	5,840.17	165.00	350.00 *	728.91
Starke Tel. Co.....	Starke .....		.....	.....	.....	.....	.....	.....	.....
Tri-City Tel. Co.....	Bonifay .....	†	3,254.41	.....	3,254.41	2,642.29	146.28	329.60	136.24
Umatilla Tel. Co.....	Umatilla .....		2,377.29	.....	2,377.29	1,769.31	36.45	160.00	411.53
Williston Tel. Co.....	Williston .....		6,995.54	563.50	7,559.04	4,903.30	267.75	609.69	1,778.30
Winter Park Tel. Co.....	Winter Park ..		.....	.....	.....	.....	.....	.....	.....
Totals.....			\$196,426.21	\$ 6,253.13	\$202,679.34	\$187,344.27	\$ 5,329.78	9,386.15	\$ 619.14

\*Debit or deficit.

†Not reported.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920—(Continued)  
SUBSCRIBERS' STATIONS IN OPERATION AT DECEMBER 31ST, 1920—ALL CLASSES OF COMPANIES

NAME OF COMPANY.	EXCHANGES IN FLORIDA	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
Alpine-Fla. Tel. Co.....	Groveland .....	25	15	.....	.....	.....	40
Alachua Tel. Co.....	Alachua .....	44	98	.....	.....	.....	142
Apalachicola Tel. Co.....	Apalachicola .....	99	6	.....	6	.....	111
Apopka Tel. Co.....	Apopka .....	46	49	.....	.....	.....	95
Baker County Tel. Co.....	Macclenny .....	.....	35	.....	.....	.....	35
Barfield Tel. Co.....	Blountstown .....	50	107	.....	.....	.....	157
Bradford County Tel. Co.....	Brooker .....	.....	59	.....	8	.....	67
Brevard County Tel. Co.....	Cocoa .....	118	136	8	.....	.....	262
	Ft. Pierce .....	220	44	12	6	.....	282
	Jensen .....	15	38	1	1	.....	55
	Melbourne .....	42	41	2	.....	.....	85
	New Smyrna .....	141	24	3	2	.....	170
	Titusville .....	75	23	1	6	.....	105
	Vero .....	38	21	1	1	.....	61
Bunnell Tel. Co.....	Bunnell .....	45	48	.....	.....	.....	93
Callahan Tel. Co.....	Callahan .....	61	.....	.....	.....	.....	61
Clermont Tel. Co.....	Clermont .....	30	6	.....	.....	.....	36
Cocoanut Grove P. U. Co.....	Cocoanut Grove .....	111	57	.....	.....	.....	168
Cottondale Tel. Co.....	Cottondale .....	41	34	.....	8	.....	83
Crescent City Tel. Co.....	Crescent City .....	10	54	.....	.....	.....	64
Crestview Tel. Co.....	Crestview .....	41	19	.....	20	.....	80
Crystal River Tel. Co.....	Crystal River .....	30	32	.....	.....	.....	62
Dade County Tel. Co.....	Homestead .....	125	124	.....	.....	.....	249
Dania Tel. Co.....	Dania .....	50	8	.....	.....	.....	58
DeFuniak Springs Tel. Co.....	DeFuniak Springs..	260	40	.....	.....	.....	300
DeSoto County Tel. Co.....	Punta Gorda .....	120	15	.....	.....	.....	135
East Florida Tel. Co.....	Dunellon .....	124	.....	3	.....	.....	127
	Gainesville .....	.....	141	.....	.....	.....	141
Enterprise Tel. Co.....	Enterprise .....	.....	5	.....	.....	.....	5
Florida Tel. Co.....	Branford .....	22	40	8	.....	.....	70
	Jasper .....	63	12	.....	.....	.....	75
	Jennings .....	8	.....	.....	.....	.....	8
	Live Oak .....	325	69	10	.....	10	414

	Mayo	43	18	.....	.....	.....	61
	O'Brien	2	10	.....	.....	.....	12
	Wellborn	12	41	.....	10	.....	63
	White Springs	40	.....	.....	.....	.....	40
	Brooksville	159	.....	6	.....	.....	165
Florida Tel. Co.	Ft. Lauderdale	198	.....	.....	.....	.....	198
Ft. Lauderdale Tel. Co.	Ft. Meade	213	18	.....	.....	.....	231
Ft. Meade Tel. Co.	Carrabelle	29	5	.....	10	.....	44
G. & J. Tel. Co.	Greenville	36	13	.....	.....	.....	49
Gulf Tel. Co.	Perry	193	60	.....	11	.....	264
	Milton	116	60	.....	.....	.....	176
Gulf Tel. & Tel. Co.	Hastings	93	48	.....	.....	.....	141
Hastings Tel. Co.	Dundee	7	12	.....	.....	.....	19
Highland Tel. Co.	Frost Proof	48	27	.....	.....	.....	75
	Haines City	41	16	.....	1	.....	58
	Lake Wales	84	13	2	4	12	115
	High Springs	82	11	.....	.....	.....	93
High Springs Tel. Co.	Interlachen	10	28	.....	.....	.....	38
Interlachen Tel. Co.	Kissimmee	304	63	20	.....	.....	387
Kissimmee Tel. Co.	Lake Butler	80	86	.....	.....	.....	166
Lake Butler Tel. Co.	Eustis	156	18	.....	.....	.....	174
Lake County Tel. Co.	Mt. Dora	24	14	.....	.....	.....	38
	Tavares	29	9	.....	.....	.....	38
	Lake Worth	171	10	.....	.....	.....	181
Lake Worth Tel. Co.	Lawtey	32	18	.....	1	.....	51
Lawtey Tel. Co.	Ft. Myers	346	74	.....	.....	.....	420
Lee County Tel. Co.	Leesburg	226	85	12	.....	.....	323
Leesburg Tel. Co.	Madison	200	.....	.....	29	.....	229
Madison Tel. Co.	LaBelle	36	.....	.....	.....	.....	36
Magill Tel. Co.	Malone	27	6	.....	.....	.....	33
Malone Tel. Co.	Marianna	.....	.....	.....	.....	.....	.....
Marianna Tel. Co.	McIntosh	75	.....	.....	58	.....	133
McIntosh Tel. Co.	Molino	39	11	.....	.....	.....	50
Molino Tel. Co.	Monticello	181	21	.....	4	.....	206
Monticello Tel. Co.	Montverde	7	.....	.....	.....	.....	22
Montverde Tel. Co.	Noma	11	11	.....	.....	.....	22
Noma Tel. Co.	Ocala	591	47	65	15	80	798
Ocala Tel. Co.	Okeechobee	141	.....	.....	.....	.....	141
Okeechobee Tel. Co.	Orange City	15	.....	.....	.....	.....	15
Orange City Tel. Co.	Dade City	108	150	.....	.....	.....	258
Pasco Tel. Co.	Bartow	431	61	9	.....	.....	501
Peninsular Tel. Co.	Bradentown	1,068	251	113	.....	5	1,437

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920—(Continued)  
 SUBSCRIBERS' STATIONS IN OPERATION AT DECEMBER 31ST, 1920—ALL CLASSES OF COMPANIES

NAME OF COMPANY.		EXCHANGES IN FLORIDA	Exchange	Rural	Extension	Farmer	P. B. X.	Total
	Clearwater .....		313	269	52	.....	.....	634
	Lakeland .....		1,099	90	62	.....	159	1,410
(a)	Largo .....		.....	.....	.....	.....	.....	.....
	Mulberry .....		90	22	11	.....	.....	123
(b)	Palmetto .....		.....	.....	.....	.....	.....	.....
	Plant City .....		426	135	11	.....	.....	572
(c)	Port Tampa .....		.....	.....	.....	.....	.....	.....
	Sarasota .....		286	66	29	.....	.....	381
	Tarpon Springs .....		186	83	12	.....	.....	281
	Tampa .....		6,900	85	615	.....	1,041	8,641
(c)	West Tampa .....		.....	.....	.....	.....	.....	.....
	Winter Haven .....		196	95	8	.....	.....	299

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920—(Continued)  
SUBSCRIBERS' STATIONS IN OPERATION AT DECEMBER 31ST, 1920—ALL CLASSES OF COMPANIES

NAME OF COMPANY	EXCHANGES IN FLORIDA	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
Ponce de Leon Tel. Co.....	Ponce de Leon.....	14	31	.....	.....	.....	45
Quincy Tel. Co.....	Quincy .....	345	165	43	.....	.....	553
Riverside Tel. Co.....	Blountstown .....	37	20	.....	.....	.....	57
Ruskin Tel. Co.....	Ruskin .....	26	.....	.....	.....	.....	26
St. Cloud Tel. Co.....	St. Cloud .....	65	.....	.....	.....	.....	65
Scott Tel. Co.....	Arcadia .....	416	158	14	.....	.....	588
	Avon Park .....	78	31	2	.....	.....	111
	Bowling Green .....	22	23	.....	.....	.....	45
	Wauchula .....	135	103	3	.....	.....	241
Sebring Tel. Co.....	Sebring .....	89	30	1	.....	.....	120
Sorrento Tel. Co.....	Sorrento .....	4	.....	.....	.....	.....	4
South Atlantic Tel. Co.....	Miami .....	2,921	.....	447	.....	1,330	4,698
	Miami Beach .....	85	.....	11	.....	.....	96
Southern Tel. & Con. Co.....	Tallahassee .....	605	122	60	7	8	802
Southern Bell Tel. Co.....	Chipley .....	150	16	4	7	.....	177
	Daytona .....	898	10	63	.....	213	1,184
	DeLand .....	436	39	33	3	.....	511
	Delray .....	34	.....	.....	.....	.....	34
	Fernandina .....	226	3	18	.....	.....	247
	Gainesville .....	731	18	34	16	55	854
	Geneva .....	14	12	1	.....	.....	27
	Graceville .....	51	5	.....	20	.....	76
	Green Cove Springs .....	125	.....	4	17	.....	146
	Havana .....	36	15	.....	13	.....	64
	Jacksonville .....	10,058	692	1,495	80	2,160	14,485
	Key West.....	873	.....	79	.....	75	1,027
	Lake City .....	230	1	11	31	.....	273
	Lynn Haven .....	48	1	1	.....	.....	50
	Micanopy .....	67	27	.....	34	.....	128
	Orlando .....	1,122	63	103	38	112	1,438
	Oviedo.....	28	13	.....	.....	.....	41
	Pablo Beach .....	15	8	3	.....	.....	26



STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1920—(Continued)  
SUBSCRIBERS' STATIONS IN OPERATION AT DECEMBER 31ST, 1920—ALL CLASSES OF COMPANIES

NAME OF COMPANY.	EXCHANGES IN FLORIDA	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
	Palatka .....	478	54	46	20	8	606
	Panama City .....	184	23	6	22	24	259
	Pensacola .....	2,317	123	270	8	261	2,979
	St. Augustine .....	777	54	60	6	366	1,263
	St. Andrews .....	58	.....	2	.....	.....	60
	Sanford .....	542	92	51	6	70	761
	Stuart .....	44	6	3	.....	.....	53
	West Palm Beach..	954	58	91	.....	653	1,756
Starke Tel. Co.....	Starke .....	152	12	.....	20	.....	184
Tri-City Tel. Co.....	Bonifay .....	134	.....	.....	.....	.....	134
Umatilla Tel. Co.....	Umatilla .....	80	48	.....	8	.....	136
West Coast Tel. Co.....	St. Petersburg .....	1,491	643	187	.....	111	2,432
Williston Tel. Co.....	Williston .....	93	15	.....	.....	.....	108
Winter Park Tel. Co.....	Winter Park .....	234	9	.....	.....	.....	243
Grand Total.....	.....	45,101	6,303	4,222	557	6,753	62,936
(a) Included in Clearwater.							
(b) Included in Bradentown.							
(c) Included in Tampa.							

**STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR  
1920  
GENERAL BALANCE SHEET—ENTIRE COMPANY.**

ITEMS	Western Union Telegraph Co.	Postal Telegraph- Cable Co.
<b>ASSETS</b>		
Plant and equipment.....	\$176,766,458.63	\$ 50,000.00
Construction in progress.....	7,130,020.70	.....
Investment in securities.....	11,917,320.52	.....
Long-time advances .....	1,180,000.00	.....
Miscellaneous investments .....	4,500.00	.....
Working assets and accrued income.....	37,506,436.98	1,962,191.26
Deferred debit items.....	1,549,865.37	.....
<b>Total assets .....</b>	<b>\$236,054,602.20</b>	<b>\$ 2,012,191.26</b>
<b>LIABILITIES</b>		
Capital stock .....	\$ 99,786,726.66	\$ 50,000.00
Capital stock of subsidiary comp's.....	1,781,875.00	.....
Funded debt .....	31,994,000.00	.....
Working and accrued liabilities.....	24,026,175.61	135,391.11
Deferred credit items.....	37,780,614.09	1,950,600.00
Profit and loss.....	40,685,210.84	* 123,799.85
<b>Total liabilities .....</b>	<b>\$236,054,602.20</b>	<b>\$ 2,012,191.26</b>

\*Debit.

**STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR  
1920  
INCOME ACCOUNT—ENTIRE COMPANY.**

ITEMS	Western Union Telegraph Co.	Postal Telegraph- Cable Co.
<b>OPERATING INCOME.</b>		
Telegraph and cable operating revenue...	\$119,991,825.26	\$ 2,866,901.24
Telegraph and cable operating expenses..	98,508,590.93	2,811,135.41
Net operating revenue.....	\$ 21,483,234.33	\$ 55,765.83
Uncollectable revenue .....	479,967.00	6,062.05
Taxes assignable to operations.....	4,017,000.00	46,760.58
Total deductions .....	\$ 4,496,967.00	\$ 52,822.63
Operating income .....	\$ 16,986,267.33	\$ 2,943.20
Non-operating income .....	1,481,860.37	.....
Gross income .....	\$ 18,468,127.70	.....
Deductions from gross income.....	5,128,483.31	.....
Net income .....	\$ 13,339,644.39	.....
Appropriations of net income.....	553,922.12	.....
Profit and loss balance.....	12,785,722.27	2,943.20
Received from U. S. Gov. operations deficit Aug. 1, '18, July 31, '19.....	921,510.89	.....
<b>Total credited to profit and loss....</b>	<b>\$ 13,707,233.16</b>	<b>.....</b>

STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR  
1920  
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY.

ITEMS.	Western Union Telegraph Co.	Postal Telegraph- Cable Co.
Balance at beginning of year.....	\$ 33,793,959.23	*\$ 5,339.05
Balance from current year's income.....	13,707,233.16	2,943.20
Miscellaneous credits .....	943,282.51	.....
Miscellaneous debits .....	776,725.56	.....
Dividend appropriations .....	6,982,538.50	.....
Balance at Dec. 31, 1920.....	\$ 40,685,210.84	*\$ 2,395.85

\*Deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR 1920.  
OPERATING REVENUE, ENTIRE COMPANY AND STATE OF FLORIDA.

	WESTERN UNION TELEGRAPH COMPANY				POSTAL TELEGRAPH-CABLE COMPANY			
	Entire Company	*State of Florida			Entire System	State of Florida		
		Intrastate	Interstate	Total		Intrastate	Interstate	Total
Revenue from Transmission Telegraph:								
Commercial telegraph tolls.....	\$ 91,621,519.16	\$373,371.58	\$1,118,778.56	\$1,492,150.14	\$1,883,717.52	\$ 25,068.26	\$195,903.63	\$220,971.89
Telegraph tolls and cable messages.....	2,595,025.19	.....	20,032.05	20,032.05	75,558.70	.....	4,151.95	4,151.95
Government telegraph tolls.....	1,515,584.48	.....	.....	.....	65,007.54	515.52	2,947.50	3,463.02
Press telegraph tolls.....	1,853,059.77	7,392.33	4,678.00	12,070.33	49,523.14	1,133.98	955.62	2,089.60
Money transfer tolls.....	1,629,741.74	8,044.82	25,898.34	33,943.16	9,917.26	.....	1,334.14	1,334.14
Stock and commercial news revenue.....	3,009,221.76	.....	10,467.20	10,467.20	29,681.12	.....	644.78	644.78
Other telegraph transmission revenue.....	.....	.....	.....	.....	19,280.56	.....	2,122.82	2,122.82
Telephone transmission tolls—Debit.....	619,738.88	1,160.78	3,482.34	4,643.12	.....	.....	.....	.....
Total Transmission Revenue Telegraph.....	\$101,604,413.22	\$387,647.95	\$1,176,371.81	\$1,564,019.76	\$2,132,685.84	\$ 26,717.76	\$208,060.44	\$234,778.20
Revenue from Transmission Cables:								
Commercial cable tolls.....	\$ 14,928,024.62	.....	.....	.....	.....	.....	.....	.....
Government cable tolls.....	277,497.96	.....	.....	.....	.....	.....	.....	.....
Press cable tolls.....	724,962.87	.....	.....	.....	.....	.....	.....	.....
Other cable transmission revenue.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Cable Transmission Revenue.....	\$ 15,930,485.45	.....	.....	.....	.....	.....	.....	.....
Revenue Other Than Transmission:								
Rents from leased wires.....	\$ 1,226,742.90	\$ 154.50	.....	154.50	10,594.36	.....	.....	.....
Rents from other operated property.....	459,525.55	8,451.69	.....	8,451.69	18,509.54	.....	796.40	796.40
Money transfer premiums.....	1,029,808.30	5,850.77	12,961.98	18,812.75	7,520.94	.....	890.65	890.65
Messenger service revenue.....	736,211.82	1,425.66	.....	1,425.66	1,190.56	.....	2.95	2.95
Time service revenue.....	764,273.97	.....	9,987.00	9,987.00	.....	.....	.....	.....
Other non-transmission revenue.....	467,309.06	118.12	3,042.62	3,160.74	696,400.00	.....	.....	.....
Total Non-Transmission Revenues.....	\$ 4,683,871.60	\$ 16,000.74	25,991.60	41,992.34	734,215.40	.....	1,690.00	1,690.00
Contract Revenues—Dr.....	\$ 2,226,945.01	\$ 567.04	1,701.10	2,268.14	.....	.....	.....	.....
Grand Total.....	\$119,991,825.26	\$403,081.65	\$1,200,662.31	\$1,603,743.96	\$2,866,901.24	\$ 26,717.76	\$209,750.44	\$236,468.20

\*Receipts.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1920.  
OPERATING EXPENSES, ENTIRE COMPANY AND STATE OF FLORIDA.

NAME OF ACCOUNT	Western Union Tel. Co.		Postal Tel.-Cable Co.	
	Entire Company	State of Florida	Entire Company	State of Florida
Maintenance:				
Supervision of maintenance.....	2,070,622.23	30,933.99	5,759.90	219.85
Repairs of office equipment.....	2,509,477.51	18,381.28	18,300.14	1,237.40
Repairs aerial plant.....	4,928,943.72	77,875.25	299,645.72	28,927.68
Repairs underground plant.....	240,005.50	916.69	1,879.29	72.76
Repairs ocean cables.....	1,455,599.98			
Repairs buildings and grounds.....	237,989.06			
Testing and regulating.....	4,396,875.88	82,522.22	35,699.23	1,535.07
Minor rents for property.....	503,238.19	6,056.94	12,698.47	1,663.64
Depreciation of plant and equipment.....	5,500,000.00	83,565.64	575,000.00	
Extraordinary depreciation.....				
Other maintenance expenses.....	738,128.27	18.51	29,406.01	1,973.48
Repairs charged reserves—Credit.....	219,756.94	2,353.00		
Total Maintenance.....	22,361,123.40	297,917.52	978,388.76	35,629.88
Conducting Operations:				
Supervision.....	8,453,381.54	137,310.56	358,617.70	30,302.03
Operators.....	29,161,040.98	412,690.53	599,875.67	46,268.78
Telegraph and cable office clerks.....	9,442,002.87	146,296.53	273,888.95	21,336.41
Messenger service expenses.....	8,491,797.77	98,094.72	234,049.93	18,321.86
Operating power.....	685,878.11	12,739.76	14,624.42	1,294.66
Rent of telegraph and cable offices.....	3,541,379.41	42,025.02	118,346.30	12,912.56
Telegraph and cable office stationery and printing.....	2,427,405.63	32,750.87	64,880.85	1,424.23
Operators' schooling.....	1,155,351.39	49,121.58		
Rest and lunch rooms.....	123,678.08	4,499.61		
Miscellaneous telegraph and cable office expense.....	2,775,956.56	44,623.88	28,851.35	3,925.31
Obtaining stock and commercial news.....	197,543.01	5,870.96		
Telephone company service.....	620,891.54	2,869.00	17,148.85	1,439.20
Commissions.....	1,094,820.78	14,688.98	37,069.13	6,061.80
Advertising and soliciting.....	425,522.12	4,498.42	33.01	



Traffic damages .....	145,419.29	1,688.96	1,339.96	225.30
Other expenses .....	3,818,393.52	654.64	20,474.07	764.07
Total Conducting Expenses.....	72,540,462.60	1,010,424.02	1,769,200.19	144,276.21
General Expenses:				
Salaries of general officers.....	201,518.00	4,280.19	14,432.13	502.48
Salaries of general office clerks.....	954,861.03	19,134.92	13,399.07	529.57
Expenses of general officers and clerks.....	78,675.77	1,537.11	2,413.82	93.44
General stationery and printing.....	58,059.76	1,418.80	730.89	181.24
Other general office supplies and expenses.....	162,696.19	2,224.44	7,644.43	76.84
General law expense.....	280,119.71	3,086.08	2,649.69	97.21
Insurance .....	61,166.48	668.36	868.92	.....
Accidents and damages.....	42,364.69	118.00	9,030.69	226.40
Law expense connected with damages.....	170,978.30	3,332.14	7,432.78	.....
Relief department and pensions.....	1,222,614.85	7,454.96	4,944.04	.....
Valuation expenses .....	206,294.51	3,258.04	.....	.....
Other general expenses.....	167,655.64	1,627.01	.....	.....
Total General Expenses.....	3,607,004.93	48,140.05	63,546.46	1,707.18
Grand Total .....	\$ 98,508,590.93	\$ 1,356,481.59	\$ 2,811,135.41	\$ 181,613.27
Operating ratio % .....	82.09	84.54	98.02	76.80

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1920.  
MESSAGE STATISTICS, NUMBER OF OFFICES, ENTIRE COMPANY AND STATE OF FLORIDA

CLASS OF MESSAGES	Western Union el. Co.		Postal Tel.-Cable Co.	
	†Entire Company	State of Florida	Entire Company	State of Florida
Day messages .....	6,833,800		* 3,563,318	* 338,773
Night messages .....	441,800			
Day letters .....	606,800			
Night letters .....	1,498,800		461,270	71,511
Government messages .....	356,900			
Money order transfer messages.....	170,300		35,560	5,333
Press messages .....	206,800			
Total.....	10,115,200		4,060,148	415,617
CLASS OF OFFICES				
Independent Offices:				
Main .....	2,528	77		38
Branch .....	1,151	19		3
Joint Offices:				
With railways .....	21,185	285		7
With telegraph-cable companies .....				
With telephone companies.....	17			
Total number of offices.....	24,881	381		48

\*Includes night messages.

†Statistics for month of January—partly estimated.

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